# The Bombay Gazette.

No. 7,590.—New Series. BOMBAY :—TUESDAY, JULY 12, 1870. Annual Subscription in Advance...Rupees Fifty-two.


## THE BOMBAY GAZETTE.

TERMS OF SUBSCRIPTION.

| | |
|---|---|
| For year in advance delivered in Town ..... including postage..... | Rs. 52 0<br>„ 72 0 |
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TERMS FOR ADVERTISEMENTS.

| | |
|---|---|
| Ten lines and under | |
| First insertion..... | Rs. 5 0 |
| Second Ditto ..... | „ 2 8 |
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| Fourth and succeeding insertions ..... | „ 0 2½ As. |

per line, but no Advertisement counted as less than eight lines

LONG ADVERTISEMENTS.

| | |
|---|---|
| First insertion ..... | 8 As. per line. |
| Second Ditto ..... | 4½ „ „ |
| Third and succeeding ..... | 2½ „ „ |

In the Native Languages, double the above.

Domestic Occurrences, Each—Rupee 1.

All Cheques, Money Orders, and other Remittances should be made payable to the "Proprietor of the *Bombay Gazette*."

## SHIPPING.

### STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, & CALCUTTA.

THE British India Steam Navigation Company (Limited), under contract with Government, despatch Steamers as above, with Mails, Passengers, and Cargo, every fourteen days.

The Steam ship ASIA, 1,579 tons, 250 H. P., Commander J. Patterson, will be despatched on the 19th July 1870, at noon.

| Leave Bombay..... | July. | Leave Madras ..... | August. |
|---|---|---|---|
| „ Carwar ..... | 21 | „ Coconada ..... | 3 |
| „ Narrakal ..... | 23 | „ Vizagapatam ..... | 4 |
| „ Tuticorin ..... | 24 | „ Bimlipatam ..... | 4 |
| „ Colombo ..... | 26 | „ Gopalpore ..... | 5 |
| „ Galle ..... | 26 | Arrive Calcutta ..... | 7 |
| „ Negapatam ..... | 29 | | |

During the S. W. Monsoon viz. from the beginning of June to the end of August, the steamers do not communicate with the ports of Ratnagherry, Vingorla, Mangalore, Cannanore, Tellicherry, Calicut, Beypore, and Cochin, but passengers for these ports and the Neilgherries may be landed at Narrakal, six miles north of Cochin from whence they may proceed by back water to stations on the Madras Railway.

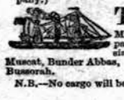
Passengers for Calcutta can take the same route, picking up the steamer at Madras.

No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

### STEAM COMMUNICATION WITH THE PERSIAN GULF VIA KURRACHEE.

(Interchanging Cargo and Passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company).



THE British India Steam Navigation Company (Limited) under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at Kurrachee, Guadur, Muscat, Bunder Abbas, Linga, Bushire, Fao, Mahomerah, and Bussorah.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

### STEAM COMMUNICATION WITH KURRACHEE.

THE British India Steam Navigation Company (Limited), under Mail Contract with Government, and in connection with the Weekly Service from England, despatch a Steamer to Kurrachee every Saturday at 4 P.M.

The Steam-ship KURRACHEE, 510 Tons, 120 H. P., Commander J. Cottier, will be despatched on the 16th July 1870, at 4 P.M.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

### STEAM COMMUNICATION WITH ITALY, VIA THE SUEZ CANAL.

(Direct Service between Bombay, Messina, Naples, Leghorn, and Genoa.)

THE Italian Steam Navigation Company of Messrs. R. RUBATTINO & Co., under contract with the Italian Government, for carrying the Royal Mails between Genoa, Sardinia, Corsica, Sicily and Alexandria, have entered into and commenced to run, for the present, MONTHLY STEAMERS from Bombay to the above-named Italian Ports, for which purpose four new English-built First Class Steamers of 2,000 Tons each, have been constructed in England with special regard to all the requirements of the Passenger Traffic from and to India.

The steamers will leave this Port about the end of each month until further notice.

PASSENGER RATES.

(Inclusive of all Transit Fees through the Suez Canal.)

| | 1st Class. | 2nd Class. | 3rd Class. | |
|---|---|---|---|---|
| To Aden..... | £23 | £15 | £4 | Without food. |
| Suez ..... | 38 | 22 | 8 | |
| Port Said..... | 40 | 24 | 9 | |
| Messina ..... | 43 | 26 | 12 | |
| Naples..... | 50 | 35 | 13 | |
| Leghorn ..... | 53 | 36 | 15 | |
| Genoa ..... | 53 | 36 | 15 | |

Including Wines.

Children under 3 years, free of charge.

Children not above 10 years, half fare.

Passengers are allowed to break the voyage at any of the above named Mediterranean Ports, and are free to proceed by any of the Company's vessels to the port of destination marked on their Ticket.

Passengers returning within 6 months of their departure from Bombay by the Steamers of the Company, are entitled to a reduction of 20 per cent. on the Return Fare.

Berths may be secured in advance by depositing half the amount of fare.

In accordance with the above, the second of the Steamers which have been built for this line, the ASIA, 2,000 tons, will be despatched from Bombay on or about the 15th September next.

The s. s. ASIA has been built upon the same place as the INDIA, and will offer the same splendid accommodation for 1st, 2nd, and 3rd class passengers.

For prospectus and rates of freight apply to

VOLKART BROTHERS,

Agents Rubattino Steam Navigation Company.

Bombay, 19th July 1870.

### NEW OVERLAND ROUTE

(via SUEZ CANAL.)

DIRECT SERVICE BETWEEN BOMBAY and MARSEILLES, touching at ADEN, SUEZ, ISMAILIA, PORT SAID, ALEXANDRIA (in case of need), and MARSEILLES.

LA COMPAGNIE MARSEILLAISE DE NAVIGATION A VAPEUR, MAC. FRAISSINET PERE and FILS will DESPATCH STEAMERS MONTHLY from BOMBAY to MARSEILLES, via the SUEZ CANAL.

Freight.—The Company undertake to grant through Bills of Lading for the above, and most other Continental Ports and also to Liverpool. Have prepared rates of freight for forward Cotton at a through rate from Bombay to the principal towns in France, Germany, Switzerland, Italy, Belgium, and Spain.

Freight on Goods shipped to Europe to be payable at destination.

INSURANCE may be effected on very moderate terms, under the Company's Floating Policy, on goods shipped to the Continent by their own Steamers. Premiums of Insurance from Bombay to Marseilles ½ per cent.

The undersigned are further prepared to receive Merchandize from up-country, and to forward same to any part of Europe.

PASSENGER RATES.

(Inclusive of Wines, and all Transit Fees through the Canal.)

| | 1st Class. | 2nd Class. | Deck. |
|---|---|---|---|
| To Aden..... | £ 25 | £ 15 | £ 5 |
| „ Suez ..... | £ 40 | £ 20-10 | £ 8 |
| „ Port Said ..... | £ 42 | £ 24 | £ 9 |
| „ Marseilles ..... | £ 56 | £ 36 | £ 14 |

Children over three and under ten years of age, half fare.

The Company issue Return Tickets available for six months, deducting 20 per cent from the cost of the Return Passage.

The Steamers carry both Doctor and Stewardess.

Departures from Marseilles on the 1st and from Bombay about the 7th of each month.

Owing to the Monsoon, the departures fixed for July and August, have been suspended.

The fine Steam Ship EUROPE, 3,500 tons, Captain Martino, will be despatched on or about the 7th September next.

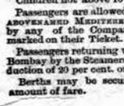
For further particulars, rates of Freight, &c., apply to

KUNKLER, PREISWERCK, & Co., Agents.

Elphinstone Circle, 6th June 1870.

### FOR LONDON via HAVRE.

(To follow the COSPATRICK.)



THE A. I. Composite clipper Ship DILAWUR, 1206 tons register, James H. Baillie, Commander.

This vessel has excellent accommodation for first class passengers.

For particulars as to rates of freight and passage apply to

W. NICOL & Co., Agents.

Bombay, 15th June 1870.

NOTICE.—Consignees of CARGO per steam ship STIRLING, arrived from Calcutta, are requested to despatch BOATS at once to take in DELIVERY; otherwise the same will be landed by the Captain, without further intimation, and at the risk and expense of the concerned.

W. NICOL & Co., Agents.

Bombay, 9th July 1870.

CONSIGNEES of CARGO per s. s. ATALANTA, arrived from London and Liverpool, are requested to send for DELIVERY of their GOODS at once; otherwise the same will be landed by Captain Reynolds at the expense and risk of the concerned without any further intimation being given.

Captain Reynolds will not be responsible for the condition of Cargo after it has left his steamer's deck.

W. & A. GRAHAM & Co.,
Agents s. s. Atalanta.

Bombay, 9th July 1870.

### SUPPLEMENTARY MAIL ROUTE.

VIA BRINDISI to England and the Continent of Europe, in connection at Suez with the PENINSULAR AND ORIENTAL CO.'S STEAMERS.

Time saved over other routes about 48 hours.

Sea passage from Alexandria 74 hours, weather permitting.

Entire journey from Alexandria to London 140 hours.

Fares :—Alexandria to Paris, 1st cl. £16 3s.1d.; 2nd cl. £11 18s.4d.
To London, 1st cl. £19 0s. 4d. ; 2nd cl. £14 9s. 4d.

On arrival of the weekly fast steamer from Alexandria, carrying the SUPPLEMENTARY INDIAN MAIL, an express train is run from Brindisi by the SOUTH ITALIAN RAILWAY en route for London via Ancona, Bologna, Turin, Mont Cenis, Paris, Calais, and Dover.

The GREAT EAST INDIA HOTEL at Brindisi, under the control of the Company, is now open.

The SOUTH ITALIAN RAILWAY COMPANY'S Agents in London—Lebeau & Co., 6, Billiter Street, E. C.

April 1870.

## SHIPPING.

### OVERLAND FREIGHT ROUTE VIA SUEZ CANAL.

THE Bombay and Bengal Steam Ship Company, take cargo to Liverpool, London, and Havre, via the Canal.

Rates of Fare for Passengers.

To Liverpool via Suez Canal—1st class £50 ; 2nd class £35. } Exclusive of Wines.
To Suez—1st class £40 ; 2nd class £22 10s. }
To Trieste (exclusive of Transit)—1st class £53 ; 2nd class £34.

For Freight or Passage apply to Messrs. Stephen, Kennard & Co., London ; Messrs. Tod, Kennard & Co., Liverpool ; Messrs. Tod, Rathbone & Co., Alexandria ; or to the undersigned in Bombay.

STEARNS, HOBART, & Co.

Bombay, 8th June 1870.

### WEEKLY COMMUNICATION WITH ENGLAND.

On Wednesday, the 13th July, at 7 A.M., from Mazagon.

THE P. & O. Co.'s S. S. SALSETTE, (1,491 tons, and 400 H. P.,) Captain A. Parisi, WILL LEAVE FOR SUEZ as above, carrying H. M.'s Mails, also Passengers and Cargo for that Port, Marseilles, Southampton, &c.

Cargo can also be booked through to Trieste, Venice, Genoa, Barcelona and Havre, Liverpool, or London.

No Cargo can be received on board after sunset on 11th instant.

Parcels will be received at this Office until 10 A.M. on Tuesday the 12th instant.

The P. & O. S. N. Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail, or by Canal in their own steamers, or in vessels employed for the purpose.

Passengers are requested to send their heavy baggage to Mazagon by noon on the day before the Steamer's departure, in order that it may be weighed and labelled previous to shipment.

Passengers who prefer going on board the night before will be allowed to do so.

A small Steamer will leave the New Dock Head at Mazagon at 7 A.M., precisely, on the day of sailing.

The "Salsette," after delivering mails at Suez, will proceed to Southampton via the Canal.

G. F. HENBY, Superintendent.

P. & O. S. N. Co.'s Office, Rampart Row, Bombay,
7th July 1870.

### OVERLAND PASSENGERS.

Gentlemen proceeding Home will find all that is requisite in the following detailed list ; the Goods being made specially for the passage and Home wear :—

REQUIREMENTS.

| | |
|---|---|
| 1 Dozen Silk and Wool Shirts. | 1 Rug with straps. |
| 1 „ Under Vests. | 1 Mand. |
| 1 „ Linen Collars. | 1 Inverness Cape. |
| 1 „ Fine Cotton Socks. | 1 Hand Portmanteau. |
| 1 „ Fine Merino Socks. | 2 Overland Trunks. |
| 1 „ Fine Merino Drawers. | 1 Clothes Bag. |
| 1 „ Colored Handkerchiefs. | 1 Travelling Hat. |
| 1 „ White Cambric. | 1 Courier Bag. |
| 1 Overland Suit. | 1 Easy Chair. |
| 2 Sleeping Suits. | 1 Umbrella. |
| 2 Pairs of Kid Gloves. | 1 Pair of Brushes. |
| 2 Scarfs and Ties. | Ladies' Overland Trunks. |

Ravee Lines.—First Class Passengers embarking from India by the P. and O. Co.'s Steamer within six months of their arrival from England, and *vice versa*, will be allowed a reduction of 20 per cent. on the Return Passage Money.

Bombay. BADHAM & Co., Apollo House.

## NEW ADVERTISEMENTS.

Now Ready,

### BOMBAY GAZETTE OVERLAND SUMMARY,

The Bombay Gazette Overland Summary, prepared for despatch by each Overland Mail for Europe, contains, in addition to all the News of the Week, a specially-written Market and Freight Report, and a well-digested Summary of Events.

Annual Subscription (in advance) Rs. 12
Single Copy..... Annas 4

"Bombay Gazette" Office, Meadow Street, Fort.

### PORT CANNING LAND INVESTMENT, RECLAMATION AND DOCK COMPANY (Limited).

NOTICE is hereby given, that the FIFTH ANNUAL GENERAL MEETING of Shareholders will be HELD at the Registered Office of the Company, No. 4 Bankshall Street, Calcutta, on SATURDAY the 30th (instead of FRIDAY, the 15th) day of July next at 2 P.M. on that date, for the purpose of receiving the Directors' Report, passing the Accounts made up to the 30th April 1870, and transacting such other business as may be brought before the Meeting.

The TRANSFER REGISTERS of this Company, Calcutta and Bombay, are CLOSED from the 1st to the 30th (instead of the 14th) July, both dates inclusive.

By order of the Board,
W. A. SHEPPARD,
Officiating Secretary.

No. 4, Bankshall Street, Calcutta, 24th June 1870.

### BRITISH INDIA STEAM NAVIGATION COMPANY (Limited).

The following are the DATES of SAILING of this Company's Steamers :—

FROM CALCUTTA.

For CHITTAGONG and AKYAB, 8th and 22nd July, and 5th and 19th August.

For AKYAB, RANGOON and MOULMEIN, 13th and 27th July, and 10th and 24th August.

For RANGOON and MOULMEIN, 6th and 20th July, and 3rd and 17th August.

For PENANG, calling at Rangoon and Moulmein, 20th July and 17th August.

For PORT BLAIR and CAMORTA, 8th July and 5th August.

For BOMBAY, calling at Gopalpore, Bimlipatam, Vizagapatam, Coconada, Madras, Negapatam, Galle, Colombo, Tuticorin, Cochin, or Narrakel, (and weather permitting Beypore, Calicut, Cannanore and Mangalore,) and Carwar, 12th and 26th July, and 9th and 23rd August.

FROM BOMBAY.

For CALCUTTA, calling at the same ports as the Steamers from Calcutta for Bombay, 5th and 19th July, and 2nd, 16th, and 30th August.

For KURRACHEE, 2nd, 9th, 16th, 23rd, and 30th July, and 6th, 13th, 20th, and 27th August.

For PERSIAN GULF, calling at Kurrachee, Gwadur, Muscat, Bunder Abbas, Linga, Bushire, Fao, and Bussorah, and carrying Passengers and Cargo for Bagdad, 9th and 23rd July, and 6th and 20th August.

FROM MADRAS.

For RANGOON, calling at Masulipatam, Coconada, Vizagapatam and Bimlipatam, 16th July and 13th August.

Managing Agents .....Messrs. MACKINNON, MACKENZIE and Co., Calcutta.
Agents at Madras..... Messrs. BINNY & Co
„ Bombay ..... Messrs. WILLIAM NICOL and Co.

### THACKER'S PORTABLE HORIZONTAL GYMNASTIC BAR.

—This is readily fixed in any room, ground, or garden, and can be removed with equal facility.—The bar is made of the Best Ash and has a Steel Core through its entire length, giving great strength, and increased elasticity. It is the cheapest and most reliable apparatus of the kind yet offered, and can be confidently recommended. Price Rs. 30.

The Patent Portable Gymnasium ..... Rs. 30

THACKER, VINING, & Co.

### MAPPIN'S FLEXIBLE RAZOR, Price Rs. 3.

—The above is confidently recommended to the notice of those Gentlemen who shave themselves ; with it and Couvan's Canton Strop, price Rs. 6, a keen Razor and an easy Shave may always be insured.

THACKER, VINING, & Co.

### ST. ANDREW'S LIBRARY.

THACKER, VINING, & Co.

### IMPORTANT WORKS.

Ready in a few days.

THE INDIAN DIGEST.
By Cowell & Woodman.

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New edition.

O'KINEALY ON THE CRIMINAL PROCEDURE CODE.
In preparation.

BROUGHTON ON THE CIVIL PROCEDURE CODE.
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CHEVERS' MEDICAL JURISPRUDENCE FOR INDIA.
Now on Sale.

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3rd edition, Rs. 16.

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A second hand Copy, nearly new ..... Rs. 55

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THACKER, VINING & Co.

## NEW ADVERTISEMENTS.

### ARKWRIGHT COTTON MILLS.

—HOLDERS of SCRIP RECEIPTS in the above Mills are requested to meet at the Office of Messrs. Cursetjee Nusserwanjee Cama & Co., Elphinstone Circle, Sassoon's Building, on WEDNESDAY the 20th instant, at 3 P.M., to consider what steps should be adopted in regard to the disposal of the Mills.

MOYRAM BHUGOOBHAI,
Secretary, Arkwright Cotton Mills.

Bombay, 5th July 1870.

WANTED IMMEDIATELY, for the Bombay United Spinning and Weaving Company's Mill, a CARDING MASTER, also a SPINNING MASTER, or one who is qualified to conduct both duties. None need apply who cannot produce the most unexceptionable testimonials.

Applications, if accompanied by Copies of Certificates, will be received by SORABJEHAW DOSSABHOY, Secretary.

Girgaum, 10th July 1870.

FOR SALE, a quantity of SICILIAN MARBLE SLABS and TILES of sizes. Those are very suitable for flooring Drawing-rooms, &c., at a moderate cost. Apply to RENNIE, SCOVELL, & Co.,
No. 4, Church Lane.

## NOTICES.

BYCULLA CLUB.—The HALF YEARLY GENERAL MEETING of the Members of the Club will be HELD at the Club House on SATURDAY, the 30th July 1870, at 5 P.M.

F. J. OLIPHANT,
Honorary Secretary.

29th June 1870.

COMPAGNIE LYONNAISE D'ASSURANCES MARITIMES.—LYONS.—The undersigned having been appointed AGENTS of the above-mentioned MARINE INSURANCE COMPANY are now prepared to accept Risks and grant Policies on every kind of Produce, either by Steamer or by Sailing Vessel to any Port.

All risks accepted by the Compagnie Lyonnaise d'Assurances Maritimes are participated in equally by the following old-established French Companies, viz. :—

Le Lloyd Francais, established 33 years.
La Compagnie Francaise, established 10 years.
Bombay, 19th April 1870. GADDUM & Co.

SALE of SERVICEABLE SALT MEAT.—NOTICE is hereby given, that a quantity of SERVICEABLE SALT BEEF in Tierces will be SOLD by PUBLIC AUCTION at the Commissariat Stores, Town Barracks, on TUESDAY the 12th and MONDAY the 18th instant at 2 P.M.

Terms—Cash, and the lots to be cleared away forthwith.

The Meat will be sold in small lots to meet the convenience of the purchasers.

HENRY VAN HEYTHUYSEN, Captain,
Executive Commissariat Officer.

Bombay, Executive Commissariat Office, 5th July 1870.

BANK OF CHINA.—NOTICE is hereby given, that a SECOND DISTRIBUTION of the ASSETS of the above Company, at the rate of RUPEES FIVE, ANNAS TWELVE, per Share, WILL BE MADE on WEDNESDAY the 13th inst., and every ensuing Wednesday up to and until Wednesday the 31st August 1870, between the hours of 11 A.M. and 3 P.M., at No. 23 Apollo Street, Bombay.

Shareholders will be required to produce and deposit their original Allotment Letters and Banker's Receipts two days previous to date of payment.

P. DEWAR,
Attorney for the Promoters, Bank of China.

No. 23 Apollo Street, Bombay, 2nd July 1870.

GREAT INDIAN PENINSULA RAILWAY.

CREATION OF £3,000,000 FURTHER CAPITAL.

NOTICE is hereby given, that by a Resolution of the Board of Directors, and under the Guarantee of Her Majesty's Secretary of State for India in Council, it has been resolved to create FURTHER CAPITAL required for the general purposes of the Company to the extent of £3,000,000 in 150,000 shares of £20 each, bearing interest at 5 per cent per annum.

These shares will be allotted to the Proprietors upon the Register this day at a premium of £1 per share in the proportion of one new share for every six old shares or £150 Stock, and a deposit of £2 with the premium of £1 or Rs. 32-11-8 per share must be paid at the New Bank of Bombay (Limited) on or before the 30th July next.

The option of paying the shares in full and converting them into Capital Stock is given to the Proprietors, and a letter authorizing the Bankers to receive the payment may be obtained on application at the Transfer Office of the Company.

Calls upon these shares cannot exceed £2 per share and an interval of three months must elapse between each Call.

A letter of allotment with directions for payment will be posted to each Proprietor on the 1st July 1870.

H. P. LE MESURIER, Agent.

Bombay, Company's Offices, Elphinstone Circle, 18th June 1870.

ST. ANDREW'S LIBRARY.

NOTICE.

A COMPLETE BOOK CATALOGUE is in course of preparation ; orders can be registered.

AN AD-INTERIM PAMPHLET, containing Paragraph Notices and Lists of Valuable Books, Instruments, Pictures and Sundries, may be had on application.

THACKER, VINING, & Co.

ICES! ICES!! ICES!!!

JEWANJEE'S EXCHANGE.

Messrs. JEWANJEE & Co. beg to intimate that they have arranged to have Superior ICE CREAMS and WATER ICE always ready at their Tiffin Rooms, at the corner of Meadow Street and Hummum Street, at 4 Annas a Glass

JEWANJEE'S EXCHANGE.
(By JEWANJEE & Co., Proprietors Byculla Hotel)

Messrs. JEWANJEE & Co. beg to intimate that their FIRST CLASS TIFFIN and BILLIARD ROOMS in the commodious premises at the corner of Meadow Street and Hummum Street are open daily, and that Hot-chops, Steaks, and Oysters, &c., &c., are served up in a superior style, at a minute's notice.

The Billiard Room and ordinary Tiffin Room are on the ground floor, and on the first flat there are half a dozen nicely fitted up private rooms for tiffins.

A First class selection of WINES, SPIRITS, and BEER, &c.

JEWANJEE & Co.

BYCULLA REFRESHMENT ROOMS.

JEWANJEE and COMPANY, Proprietors of the Byculla Hotel, beg to intimate that they have now OPENED a REFRESHMENT ESTABLISHMENT in connection with their Billiard Room, adjoining the Byculla Hotel, where Steaks, Chops, and other Refreshments can be had at any hour at reasonable prices.

Care will be taken to serve only first class meats, and excellent arrangements have been made for cooking at a moment's notice, by means of a patent stove, just received from Europe, any dish in the bill of fare.

Private Rooms have been expressly built for the accommodation of Visitors, in connection with the Billiard Room, which has been refitted, and in which there are now four first-class Billiard Tables, brilliantly lighted with Gas.

Wines and Spirits and American Drinks of every description can be had at the bar of the Billiard Rooms.

THE POONA HOTEL,
(Close to the Poona Boating Club House),
By JEWANJEE & Co., Proprietors of Byculla Hotel.

JEWANJEE & Co., in again thanking their Patrons of last Season, would beg to remind the Gentry of Bombay and Poona of the superior accommodation for Visitors afforded by the Poona Hotel. It contains spacious Rooms, well adapted to the accommodation of Families, and has been fitted up in a style which ensures the comfort of Visitors. An important feature is the exceedingly pleasant situation of the building—close to the Bund, with a large Garden running down to the river's side. The Poona Boating Club's premises are close to the Hotel, and the Crews practise in front of the Building.

The Table is supplied in first class style, and the Wines, &c., are of the finest quality.

By unremitting attention to the wishes and comfort of Visitors, Jewanjee & Co. hope to merit a continuance of the favours of their Parsee friends, and to maintain the reputation of the Poona Hotel as being the best in Poona.

June 29, 1870.

ENGLISH HOTEL,
BRITISH HOTEL LANE,
APOLLO STREET.

THIS Hotel is fitted up and furnished in the most complete manner ; no expense has been spared to render it the most commodious and comfortable Establishment both for Gentlemen and Families to be found in Bombay.

The Sleeping Apartments and Sitting Rooms are replete with every convenience, and the strictest regard is paid to cleanliness throughout the premises. The Table will be found to be abundantly supplied with viands of unrivalled excellence, and the Culinary Department is under the immediate supervision of the Proprietor.

The Wines, Liquors, and Beer are of the very best description, supplied from the most celebrated houses in the London and Continental Markets. The Proprietor confidently recommends this Establishment to the patronage of Travellers and Residents, at most of whom may be accommodated with the comforts of a home at moderate charges.

The Hotel is pleasantly situated, and within five minutes of the Railway Station and the Apollo Bunder.

GREAT EASTERN HOTEL.
WINE & GENERAL PURVEYING COMPANY (Ld).
ALLAHABAD BRANCH.

HOTEL DEPARTMENT ONLY.

ALLAHABAD having now become an important city, to meet its growing requirements, the Company has, at considerable expense, enlarged and improved their Hotel by the addition of an upper storey. From its central position, and close proximity to the Railway Station, the Hotel offers to Travellers, wishing to break their journey, a comfortable, and quiet resting-place, with Refreshments of the very best.

The Hotel is on the Queen's Road, Allahabad, and within an easy walk of five minutes from the Terminus. It is fitted up and furnished in the most complete manner, and suited both for Families and Single Gentlemen ; but the upper rooms are more especially adapted for Families, as they can be occupied one, two or three, en suite, with capital Bath Rooms attached. These Rooms are also, without exception, the coolest and most comfortable in the station.

The Wines, Spirits and Beer are selected from the Company's stock in Calcutta, and fresh supplies are sent monthly, thus ensuring to visitors the best and most unexceptionable articles of the kind to be procured in the North-Western Provinces.

A first-class slate Billiard Table is provided for the use of the Residents, and for the amusement during the short interval of Gentlemen passing through. The room is detached, and at some distance from the main building.

Terms—STRICTLY CASH.

S. C. HOCKNELL & Co.,
East India, China, and Japan Merchants and Agents.
32, NEW BROAD STREET, LONDON, E.C.

Messrs. S. C. Hocknell & Co., having a thorough practical knowledge of the English and Foreign Markets, together with twenty years' experience with the Indian Markets and the General Store trade in particular, beg to offer their services to English and Native Merchants of good standing, and promise not only that full justice shall be paid to the execution of all indents and consignments of produce entrusted to their care, but that the same shall be attended to with promptness and despatch. Terms of business as usual.

Bankers—Messrs. Prescott, Grote, Cave and Cave.

## NOTICES.

TOM MANTLE
WILL OPEN A
REFRESHMENT ROOM
AT
No. 38, MEADOW STREET, FORT,
ON OR ABOUT
THE 20TH OF JULY 1870,
AND HOPES THAT ALL HIS OLD FRIENDS AND PATRONS WILL GIVE HIM
A GOOD RALLY ROUND!

NOTICE.—A FLOWER, FRUIT, and VEGETABLE SHOW will be HELD in the VICTORIA GARDENS between the 1st and 15th February 1871.

Amongst the prizes awarded for Flowers will be included the following :—

| | | |
|---|---|---|
| 1 | For the best collection of Caladiums (not less than thirty varieties). | |
| 2 | Ditto ditto | second best. |
| 3 | For the best collection of new and rare ornamental foliaged plants. | |
| 4 | Ditto ditto | second best. |
| 5 | For the best collection of Ferns. | |
| 6 | Ditto ditto | Gladiolus. |
| 7 | Ditto ditto | Orchids. |
| 8 | Ditto ditto | Begonias. |
| 9 | Ditto ditto | Gloxinias. |
| 10 | Ditto ditto | Phloxes. |
| 11 | Ditto ditto | Petunias. |
| 12 | Ditto ditto | Verbenas. |
| 13 | For the best general collection of Annuals. | |
| 14 | Ditto ditto | second best. |
| 15 | For the best collection of ornamental Shrubs, in tub or pot. | |
| 16 | For the best collection of common Bombay Flowers (not less than 50 pots). | |
| 17 | Ditto ditto | second best. |

Further particulars will appear in due time.

W. GRAY, M.B., Secretary.

Town Hall, Bombay, 6th July 1870.

BOMBAY BARODA and CENTRAL INDIA RAILWAY.—OODWARRA STATION.—On and after SATURDAY the 16th instant, the UP and DOWN THROUGH TRAINS, due to leave Bombay and Ahmedabad at 7 A.M. respectively, will CEASE to STOP at OODWARA, but will instead stop at Pardee. The Mixed Trains, Bombay to Surat and vice versa, will continue to stop as at present.

J. R. DUXBURY, Traffic Manager.

General Offices, Fort, 8th July 1870.

BOMBAY and BENGAL STEAM SHIP COMPANY—Factory, Warer Bunder, Mazagon.—The undersigned, having a complete ENGINEERING PLANT, are prepared to UNDERTAKE all description of REPAIRS to STEAMERS, SHIPS, COTTON PRESSES, MILLS, &c., on moderate terms. For particulars apply to

STEARNS, HOBART, & Co.
Elphinstone Circle,
Or A. THOMSON, Factory, Mazagon.

VICTORIA COTTON GIN and PRESS COMPANY (Limited).—A SPECIAL GENERAL MEETING of the SHAREHOLDERS of the above Company will be HELD at the Registered Office, Amjud Bagh, Broach, on TUESDAY, July 19th, 1870, at 4 P.M., to confirm the following SPECIAL RESOLUTION, carried unanimously at the Annual General Meeting held at Broach on the 30th ultimo :—

Proposed by James Greavo, Esq.,
Seconded by George Cotton, Esq.,

That from the balance of the year's profit, after payment of dividend, the Capital of the Company be reduced from Rs. 1,50,000 to Rs. 1,27,500, by repayment to each Shareholder on the Company's register this day the sum of Rs. 150 per share, thus reducing the value of each Share from Rs. 1,000 to Rs. 850."

By order of the Directors,
GREAVES, COTTON & Co., Secretaries and Treasurers.

Broach, 4th July 1870.

ALBERT POLICY-HOLDERS are requested to communicate with the undersigned before joining any other Office.

C. H. OGBOURNE.

5, Chowringhee Road, Calcutta, 20th May 1870.

ALBERT LIFE ASSURANCE COMPANY (in Liquidation).—The undersigned having been appointed ATTORNEY in India for the Official Liquidators with the sanction of the Court of Chancery, all Communications on Liquidation business should be addressed to him.

C. H. OGBOURNE,
Attorney for the Official Liquidators.

Calcutta, 8th June 1870.

ALBERT LIFE ASSURANCE COMPANY.

At a large MEETING of POLICYHOLDERS of the ALBERT LIFE ASSURANCE COMPANY and its ASSOCIATED OFFICES to-day, Mr. JAMES THOMSON in the Chair, the following RESOLUTIONS were adopted :—

1. "That the Policyholders approve and accept the scheme of reconstruction prepared by the Committee of Policyholders, Annuitants, and Shareholders in the Albert Life Assurance Company, and now submitted to the Meeting, subject to such modification as may be found expedient, and be sanctioned by the Court of Chancery."

2. "That this Meeting earnestly impress upon the Policyholders the importance of sending in their individual assents to the scheme as speedily as possible, so as to strengthen the hands of the Committee in carrying the same into effect."

3. "That the Policyholders consider it desirable and agree to pay the premiums due on their respective Policies to an account to be opened at the Bank of England and the Agra Bank, Limited, in the names of Messrs. Thomson, Bell, and Major-General Cunningham, three of the Members of the Committee of Policyholders, Annuitants, and Shareholders in the Albert Life Assurance Company ; the premiums to be returned, in case the Scheme of Reconstruction should not be carried out, without deduction of any kind."—*Times*, 29th April 1870.

The AGRA BANK, Limited, is PREPARED to RECEIVE PREMIA on Policies in the above Company, in terms of the foregoing Resolutions.

EDWARD MORRISS,
Manager, Bombay Branch.

Bombay, 1st June 1870.

NOTICE is hereby given, that MALKABAI alias BHICABAI, widow of Sucoba David Shapoorkur, has contracted to mortgage to Cowasjee Merwanjee Hathoorea, Assistant Collector, Poona, with the necessary Consent, or dwelling-house, situate, lying and being on the south side of Don Tad Third Row, without the Fort of Bombay, in the sub-district of Mandvee, containing by admeasurement 173 1/2 square yards, or thereabouts and registered by the Collector of Land Revenue under No. 1,339, and by the Collector of Assessment under No. 15, and bounded on or towards the east by the property of Bomanjee Dawoodjee Shapoorkur, on or towards the west by the property of Pathoo Somjee, on or towards the north by the public road called Don Tad Third Row, and on or towards the south by the property of Aaron Bapoojee Malekar. All persons having any claims, by way of inheritance, mortgage, or otherwise are requested to make the same known, in writing, to the undersigned, within 14 days from this day, otherwise the mortgage will be completed without reference to any such claim if there be any.

RIMINGTON, HORE, & LANGLEY,
Mortgagee's Solicitors.

Bombay, 9th July 1870.

NOTICE.—DR. MATHEW STOVELL, deceased.—Pursuant to Act XXVIII of 1866 of the Legislative Council of India, entitled, "The Trustees' and Mortgagees' Powers' Act 1866," NOTICE is hereby given, that all persons having Debts or otherwise having any claims upon or against, the Estate of MATHEW STOVELL, formerly of Bombay, but late of No. 66 Belsize Park, Hampstead, in the County of Middlesex, Doctor of Medicine, Fellow of the Royal College of Physicians, Companion of the Star of India, deceased, who died on the 8th day of May 1869, and Letters of Administration of the Personal Estate and Effects (with the Exemplification of the Probate of the last Will and Testament annexed) were on the 11th day of June 1870 granted by the High Court of Judicature at Bombay to HENRY PRENTIS and HOWARD BISHOP, Esquires, presently residing at Bombay aforesaid, are required on or before the 12th day of July 1870 to send to Messrs. ACLAND, PRENTIS, and BISHOP, of Bombay, Proctors for the said Administrators, the particulars of their Claims upon or against the said Estate ; and that at the expiration of such time the Administrators will hand over the whole of the Assets of the said deceased to FREDERICK STOVELL, of Lime Street, in the City of London, Ship Broker, and ALFRED STOVELL, of Mincing Lane, in the said

## COMMERCIAL INTELLIGENCE.

### SHARE MARKET.

MONDAY AFTERNOON.

SOME "bears" have lowered rates in the market. A few transactions have taken place at rates quoted.

CALCUTTA.—7TH JULY 1870.

Government Securities.—4 per cents sold at Rs. 97-8, 97-6 and 97-5, or 2-8 to 2-11 discount, and some 5 per cents of 1856-57 at Rs. 106-12.

Bank of Bengal.—At the weekly meeting of the Board of Directors, the half-yearly dividend was declared at the rate of 9 per cent per annum; provision made for bad or doubtful accounts, and a small sum added to the reserve fund. Shares went up Rs. 30 at once, and a good number bought at Rs. 1,490 to 1,495; towards the closing hour a purchase of 10 shares was announced at Rs. 1,500 each for cash.

National Bank shares sold at Rs. 130.

East Indian Railway Stock continue in demand, and bought, by different parties, at Rs. 246 per £20.

A sale of Fort Gunning Land Investment, &c., Co.'s shares was made at Rs. 310.

15 shares in the Assam Tea Co. changed hands at Rs. 200 each.

Eastern Cachar Tea Co.'s shares sold, yesterday, at Rs. 100.

—*Englishman.*

## MILITARY.

ARRIVALS.—JULY 11.

Laing, Lieutenant, 13th Regiment N. I., on duty, from Surat.
Davies, Major, Staff Corps, to rejoin, from Nuggur.
Webster, Lieutenant, 2nd Queen's, on duty, from Poona.
Heath, Lieutenant, 33rd Regiment, on duty, from Poona.
Dickson, Ensign, 2nd Queen's, on duty, from Poona.
Martin, Lieutenant, Royal Engineers, on duty, from Poona.
Logan-Home, Lieutenant, Royal Engineers, on leave, from Chukrata, N. W. P.

DEPARTURES.—JULY 11.

Lloyd, Major, Madras Staff Corps, on duty, to Kurrachee.
Wyllie, Lieutenant, 2nd Goorkha Regiment, to rejoin, to Deyrah Doon.
Evans, Captain, Bengal Army, on duty, to Allahabad.

### BOMBAY ARMY GENERAL ORDERS.

By His Excellency the Commander-in-Chief.

Adjutant General's Office, Head Quarters, Poona, 9th July, 1870.

The Officer Commanding Royal Artillery, Kirkee, is authorized to issue an extra 5 lbs. of hay to all Artillery horses at Kirkee not under cover from 1st July to 31st August 1870.

The undermentioned are reported to have passed the required examination in Hindoostani, according to the Lower Standard:—

Serjeant J. Barnes, 3rd Hussars.
Captain G. Lock, 15th Hussars.
Captain J. W. Frampton, 59th Foot.
Ensign B. W. Lucas, 59th Foot.
Lieutenant J. N. S. Kirkwood, 95th Foot.

G. O. C. No. 526 of 1864 is cancelled. In future real time will be kept in all the stations of the Bombay Command; notification being made in orders in each division, district, and station, respectively, for general information of the difference which exists between real and railway time at the railway stations at which troops will take the rail.

The Commander-in-Chief is pleased to make the following appointments:—

23rd Regiment N. I.—Lieutenant H. W. Allen, 107th Foot, a candidate for the Staff Corps, to be 2nd Wing Subaltern on probation.

20th Regiment N. I., or Jacob's Rifles.—Ensign H. F. Smith, 83th Foot, a candidate for the Staff Corps, to be Second Wing Subaltern on probation.

The following orders are confirmed:—

9th Regiment N. I.—Regimental Order, dated 26th June 1870, directing Captain and Adjutant Birch to officiate as Wing Officer in addition to his own duties vice Captain Watts.

14th Regiment N. I.—Regimental Order, dated 8th May 1870, directing Captain and Adjutant Greig to perform the duties of Quarter Master in addition to his own vice Captain Tyndal.

The undermentioned officers have leave of absence:—

Royal Artillery.—Second Captain R. L. Tottenham, E. Battery 8th brigade, to England, overland, from date of departure, to appear before a medical board.

7th Foot 1st Battalion.—Major J M Clayhill, to England, from date of departure, for six months on private affairs.

59th Foot.—Captain L A Pourys, and Captain J. T. Rudd, to England, from date of embarkation, for 15 months, on private affairs.

Rifle Brigade, 2nd Battalion.—Lieutenant C. W. Hume, to England, from date of embarkation, for six months, on private affairs.

## SHIPPING.

### DEPARTURES.

| July. | Vessel. | Commander. | Destination. |
|---|---|---|---|
| 11 | City of Berlin | Muir | Calcutta. |
| | British Statesman | Tulloch | Calcutta. |
| | Cairn | Gray | Java. |
| | Alhambra (s) | Mee | Liverpool. |

The following vessels obtained their port clearances yesterday:—
Ship Grizona, Llewellyn, to Liverpool.
Ship Chalmers, Helps, to Rangoon.
Ship Copenhagen, Cowie, to Rangoon,

The following vessels began to load yesterday:—
Steamer China, to Aden and Suez.
Steamer Decoan, to China, &c.
Steamer Kurrachee, to Kurrachee.
Ship Cannanore, to Calcutta.
Ship Lady Rowena, to Calcutta.

### ARRIVALS.

| July. | | |
|---|---|---|
| 8 | Saint Mungo | London |
| | Sir Henry Lawrence | London |

## DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

### EUROPE.

DEATHS.

HART—May 2nd, while crossing the Bay of Biscay en route to Madeira, of pulmonary consumption, the beloved wife of Mr. Eugene Donald Hart, Barrack Master Bombay Presidency.

MACNAGHTEN—June 13th, at 84 Eccleston Square, London, Caroline Maria, daughter of Eliott Macnaghten, Esq., aged 22.

### BOMBAY.

BIRTH.

GORDON—At Middle Colaba, Bombay, the wife of W. E. Gordon, Esq., of son.

DEATH.

ROBINSON—July 9th, at Poona, of fever, Francis Howell Robinson, aged 18 years and 3 months.

### BENGAL.

DEATHS.

GREY—July 6th, at Belvedere, Evelyn, youngest daughter of Sir William Grey.

WACE—June 3rd, at Fort William, Calcutta, Ellen Elizabeth, wife of Richard Wace, Esq., Royal Artillery.

### MADRAS.

BIRTH.

FAUNCE—July 3rd, at Vellore, the wife of Edmund Faunce, Captain, Staff Corps, of a son.

DEATH.

PHILIPS—June 24th, at Cuttack, Louisa Ella Kerr, the infant daughter of Lieutenant A. D. Phelps, 41st Regiment N. I.

### NORTH-WEST PROVINCES, &c.

BIRTHS.

CARMICHAEL—June 23rd, at Landour, the wife of Charles Pigott Carmichael, C.S., of a son.

HARDINGE—July 6th, at Nynee Tal, the wife of B. Hardinge, C.S., of a son.

MARRIAGE.

CRAWFORD—CORNISH—July 4th, at Hoshungabad, Major J Crawford, Madras Staff Corps, to Rebecca Sabina, widow of the late Henry Cornish, Esq.

DEATH.

ROGERS—July 6th, at Allahabad, Mr. George Joseph Rogers, of the Commissariat Department, Subathoo, aged 40 years.


# The Bombay Gazette

TUESDAY, JULY 12, 1870.


A DAY or two ago we humbly suggested that the Government of India would act wisely were it to publish a fresh financial statement. The articles which we have quoted from the *Friend of India* and the *Pioneer*—both well-informed journals—we now submit make it a duty imperative on the Government to act on our suggestion. For the public is now more bewildered than ever on the subject. We are told that Sir Richard Temple was out in his reckoning by more than £600,000, and we are also told that the actuals of 1869-70, should the Secretary of State have no bills in the background, will show a surplus of £300,000. For his own sake Sir Richard Temple is bound to state the facts, so far as he is concerned, and tell us whether he made a mistake or not. The obligation on the Government of India is far more imperative. They are responsible for the public credit, and sooner or later public credit must be damaged by public distrust in the Imperial accounts. It is their first duty to remove that distrust, and they can only do that by stating fully and frankly how the alleged error occurred, and by proving that they have taken ample precautions against the recurrence of similar blunders. The explanation of the *Pioneer* is that the Finance Minister failed to make sufficient allowance for the effect of the extensive reductions ordered in September 1869. That error would be less grave than it is had not Sir Richard made such large errors in April 1869; but, taking the two together, we have a right to ask not only that a complete statement should be made as soon as the Government is in possession of all the facts, but that the finances should no longer be left in hands so manifestly unfit to manage them. We have never doubted the expediency of the vigorous measures taken in September, although the method of carrying them out in detail by the Supreme Government in this presidency was so self-willed, so imprudent, and so wasteful. But what has astonished us and the public is, that the Minister who had been tried and found wanting should have been allowed a second opportunity, only to be found wanting again. Our excuse for Sir Richard Temple is that the task imposed upon him is too great for one man. We doubt whether a Gladstone, with free hands, could do the work; and we are certain that a Gladstone fettered could not. Sir Richard Temple, so far as he is the victim of a bad system, may be to a very considerable extent exonerated; but on the other hand he must be held responsible for all those bold assertions and sanguine phrases which helped to mislead the public; and if he was £600,000 out of his reckoning in 1870 he must stand convicted of rashness or carelessness, or inability to count. But the greater or less degree of unfitness for his post which the Finance Minister has shown is a small matter compared with the state of the finances, and the Government of India will only be fulfilling its bare duty when it makes a fresh statement, and tells us plainly where we are.

THE intelligence received day after day from Europe shows that we correctly appreciated the serious character of a political incident, which, from the moment it occurred, threatened immediate war. It was obvious that the Emperor Napoleon was playing a game of brag, that he was endeavouring to make political capital for himself and his dynasty at the expense of Prussia; but he was also prepared to go the extreme length of backing up his brag by fighting for the stakes. On the money market and in the trading community the question was understood at once; and Bombay trade has already felt the influence of the abrupt and emphatic declarations in Paris. The words of M. Ollivier and Count de Grammont, and the statements of the semi-official press, have, long ere this, made the tour of the world as far as the telegraph stretches upon its circumference, and what has been felt in Bombay has been also felt in a hundred centres of commerce. It is not often—we remember no parallel case during the last half century—that a Government commences a delicate negotiation with point-blank threats of war. It is not often that a great power is placed at the bar and ordered to do this and to refrain from doing that. Usually wars are preceded by long negotiations, sometimes extending over years. But in the present case, if there is to be war, the word will scarcely have preceded the blow. If the pride of the French has been hurt by the proposal that a Hohenzollern should be King of Spain, the pride of the Germans must be more deeply hurt by being told that they must forcibly cause the Hohenzollern to withdraw his pretensions, or fight. The proceeding smacks of the First and not of the Second Empire. The language used is more like that of Napoleons I. in the height of his power, than that of Napoleon III.; but it is possible that the last-named potentate may consider the result of the Plebiscitum an equivalent of a Jena or an Austerlitz. We may infer that he calculated on the general wish of Europe to preserve the peace as a restraint sufficient to prevent Prussia from resenting and accepting his challenge, and that thus, by a bold venture, he might gain an easy and bloodless victory; but we must infer also that a man of such reputed sagacity would not have hazarded so much had he not been prepared to play his last trump—a war for part of the Rhenish Provinces of Prussia. What he wants to accomplish is a restoration of the French frontier, at least as it was left in 1814; but war once commenced, he might not, if successful, be content with that. The French covet, not only the angle between Givet, Maubeuge and Charleroi, not only the old frontier on the Sarre, but Luxemburg, the lines of the Queich, and Landau. If Prussia gives way, no attempt can now be made to carry out this cherished design; but the Emperor will have had his *revanche* for Sadowa, and the success of his audacious policy will help to wipe out the memory of Mexico. He will have imperilled the peace of Europe, but he will have added to his own glory and ministered to the restless vanity of the people over whom he rules. No doubt the army will be profoundly disappointed if there is no war, but even they will be elated at the notion that the mere dread of their prowess made the victors of 1866 succumb to a bold threat.

If Prussia should refuse to bow to French dictation, then we must have a war, for the Emperor cannot draw back. Austria will have an opportunity of proving whether she can with impunity lead Germans against Germans, whether she can draw with her the people of the South German States. Russia, also, will have a game to play. Desirous of peace, she will not refuse a good offer from either side, and her alliance, active or passive, will be at the disposal of the best bidder; and as Prussia has always stood by Russia, should war break out, Russia will support the growing German power. On the other, if France were to offer as a bribe to denounce the treaty of 1856, it would be hard for Russia to resist the temptation. Yet she would have to reflect that under such circumstances we should sooner or later be compelled to range ourselves on the side of Prussia. In a few hours we may have more light on the main question, war or no war. We make these remarks to indicate the extreme gravity of the crisis.

And may we draw from it an additional reflection which should operate strongly on the Supreme Government of this country? We have often pointed out that the Indian budgets take no thought for the future; that the revenue is spent up to, and beyond the last pie; that one source of income is failing, and that taxation is pushed to the last extreme. Yet India requires a system which keeps a margin for the unforeseen. Here is an incident which no one anticipated. Here is a near probability of war, and of a war in which the British empire may be involved, a war which would tell directly and indirectly on India; and a war to meet the possible exigencies of which she is not financially prepared. The lightning which has fallen out of a clear sky ought to be a warning to our celestial rulers, and induce them more than ever to place their finances on a sound foundation. We have lived too long and painfully under a regimen of provisional finance; let us for once have a financial system not only efficient, but provident, settled, and solvent.

WE regret to see in our obituary an intimation of the death of the youngest daughter of Sir William Grey, Lieutenant-Governor of Bengal.

SHERE ALI will not leave the costume of the Cabulees to be settled by themselves as they desire. A short time ago it was their shoes, but now he has directed the tailors of the city to make no more *chogas*, only coats, under a penalty, for each case of disobedience, of a fine of 100 rupees and imprisonment.

IN the June number of the Bengal law reports there is an important decision as to criminal law, in which, overruling Taylor on evidence, it is held that a judge may descend from the bench and give evidence for or against an accused person, and then resume his judicial functions and convict or acquit the prisoner. The question arose upon a trial for perjury before the judge of Sylhet, who himself proved the giving of the deposition on which the prosecution was based.

AT a general court martial, assembled at Benares, on the 21st June, Private George Harris, and Private Mark Holmes, of the 2nd Battalion 60th Royal Rifles, were charged "with insubordination accompanied with personal violence, in having, at Benares, on the 12th May 1870, severally and unitedly struck Corporal J. Arrowsmith, being their superior officer, and being in the execution of his office," and found guilty, the first named being sentenced to penal servitude for ten years and the latter for seven years. H. E. Lord Napier of Magdala has approved and confirmed the proceedings, remitting five years' penal servitude in the case of Harris, and two years' in the case of Holmes.

THE "Pioneer" publishes a long article, entitled "The Truth at Last," the purport of which is expressed in the following passages:—"We believe that we have now ascertained beyond the reach of possible error, or of doubt, that the deficit of last March was an absolute myth; we have very carefully gone over the figures then submitted, and examined them in the light of the rumours that have been floating about during the last few weeks. We believe that the budget failed to make adequate allowance for the operation of the September retrenchments during the past financial year, and we are not afraid to stake our editorial acumen on the assertion that Sir Richard Temple's estimates in April were wrong by £600,000 sterling. It has ceased to be a question at all whether there was any deficit. The deficit at the end of 1869-70 has simply been an error of calculation, just as the alleged prosperity at the beginning of 1869-70 was such an error." Our contemporary adds that the September retrenchments were absolutely necessary, and even more urgently needed than was suspected at the time.

## LATEST TELEGRAMS.

[PER REUTER'S AGENCY.]

*By British Indian Cable.*

### LATEST FROM SPAIN.

#### MILITARY PREPARATIONS.

LONDON, 11TH JULY, 12-50 P.M.

A great fall has taken place in the funds.

The Spanish Minister of War has ordered all conscripts to join their regiments and the occupation of the strategic positions on the northern frontier.

The order of the Star of India is to be conferred on M. de Lesseps, and M. de Lange is to be knighted.

The name of Serjeant Kinglake appears in the obituary of the week.

### THE PRUSSIAN PRESS ON THE SPANISH QUESTION.

PARIS, 10TH JULY, EVENING.

It is asserted here that Prussia's reply respecting the candidature of the Prince of Hohenzollern will be awaited until Monday.

The Prussian journals say that Prussia is not interested in the question, and consider war impossible.

LONDON, 9TH JULY, AFT.

Prices in the Liverpool Cotton Market to-day have been irregular.

Fair Dhollera 8d.

Exchange on India, 60 days' Bank Bills, 1s. 10⅞d. to 1s. 11⅛d.

Oriental Bank shares ..... £ 42-10.
Chartered Bank shares ..... „ 16-10.
Chartered Mercantile ..... „ 29-10.
Hongkong and Shanghai shares „ 38.
4 per cent. Government Securities.. 92¾.
5 „ „ „ ....102½.
5½ „ „ „ ....109½.

Total coin in Banks of England and France, £72,125,000.

Notes outstanding £81,300,000.

### CHINA AND JAPAN.

GALLE, 11TH JULY, 8-10 A.M.

The steamer Orissa has arrived; she left Hongkong on the 23rd June, Singapore on the 1st, and Penang on the 3rd July.

A treaty of commerce is spoken of between Japan and Peru.

A treaty between Russia and Japan is also mentioned.

Some excitement exists as to the anticipated joint expedition against the Coreans. Extensive preparations are reported as being made.

In Yunan the Imperialists is reported as successfully resisting the Mahomedans.

At Nanking there is great excitement again against foreigners. Kidnapping children is the cause. Five men being beheaded for this crime. It is reported that the missionaries had left and a gunboat asked in expectation of a riot.

### DAMAGE BY AN EARTHQUAKE TO THE INDO-EUROPEAN TELEGRAPH.

THE following telegram was received yesterday evening from Kurrachee:—"Indo-European Company's line has been destroyed by earthquake near Suchume, Black Sea. Restoration expected to be complete shortly."

### NATIVE PRINCES GOING TO ENGLAND.

THE taste for European travels seem growing apace among the native princes of India. The newly made rajah of Kuppoorthulla, says the "Pioneer," meditates a trip to England, and a greater than he, the Maharajah of Putteeala, has already, it is added, made some advance in his arrangements with the like view. It is rumoured that Sir Seymour Blane may act as bear-leader to the latter, and perhaps come out as far as Suez to meet him next spring. "Putteeala's position as the foremost of all the Sikh Chiefs, backed by his great wealth, will mark him as an important visitor; and being a young, intelligent and thoroughly educated man, the lesson of England will not be lost upon him."

### COMMERCIAL REFORMS.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—I wrote you yesterday with reference to the present state of affairs in the mercantile world of Bombay, and I now go on to point out one or two improvements which might in my opinion be introduced.

A great evil is the consignment of ships to dubashes. The motives that lead captains of inferior vessels to go to dubashes, as their agents, are well known to merchants, and the results are now pretty well known to the public generally. I am not going further into this matter, but I am certain it is not for the owners' interest in the long run that ships should be so consigned. It is true that the Teresa was consigned to a European firm, and she could not have been in better hands, but presuming that the captain has signed bills of lading for imaginary cotton, the fact of his requiring to do so privily without the knowledge of his agent is a proof of the expediency for owners' sake of always consigning a ship to a European firm of standing and respectability. I propose, therefore, that merchants and bankers do not make advances against bills of lading, unless they bear the impress stamp of a European firm, showing that they have passed through their office.

Another practice that should be put down is that of freight brokers engaging all the insurance upon inferior vessels. Natives are generally the shippers by inferior vessels, and natives prefer insuring their goods in Bombay. If, then, a freight broker can secure all the limited amount of insurance procurable on a low class ship, he has the captain pretty well under his control.

The abuse of such power has become painfully apparent in recent revelations. The remedy for this evil is in the hands of the underwriters of the ports. My suggestion is that no insurance should be granted except in a merchant's, that is, a shipper's name, and only on production of a shipping order in such shipper's name.

I now come to a broader, a larger question. Some years ago a member of the Chamber of Commerce wrote a long letter to the committee, pressing on them the necessity for a compulsory registration of partnerships.

The expediency of such a measure was suggested by the terrible disclosures which came out in 1865-66, when heavy redrafts upon native shippers of cotton were received from England owing to the heavy fall which had taken place in the Liverpool market. The question was warmly taken up by the Chamber, and the proposal was approved by the Madras and Calcutta Chambers. The local Government also highly approved of the proposal, but, considering that it would be unstatesmanlike to pass a measure for compulsory registration without a penal clause in case of non-compliance, they were obliged to refer the matter to the Supreme Government of India. The measure got so far as to be referred to a committee of the Supreme Council, but clauses, some inquisitorial and some mischievous, were introduced. These clauses were reported against by our Chamber, and from that moment I am not aware that anything has been done. The present seems to me a most fitting occasion for renewing the agitation for such a measure as I have suggested.

If it is impossible to get an Act of the Supreme Legislature, I would suggest that the Municipality should pass a bye-law requiring that all persons trading within the island of Bombay shall register their names and places of business in a book kept for the purpose either by the Municipal Commissioner or the Registrar General. For myself I do not attach much importance to the penal clause.

If merchants and bankers refused to do business with men whose names were not on the register, all good men would insert their names. Only rogues who had a reason for concealment would abstain from registration, and our object would be attained. The goats and the sheep would be separated. I would suggest two registers alphabetically arranged, one with the names of firms showing the individuals composing them; and one of individuals showing the firms to which they belong. This would make reference very easy. European firms already give the information voluntarily by advertising all changes in their firms, and from the hearty approval expressed by the better class of native merchants on the former occasion when this measure was proposed, I anticipate no difficulty now in getting their adhesion.

The natives, in fact, proposed a further measure, namely, compulsory registration of gifts, in order to check the prevalent system of defrauding creditors by these gifts to relatives.

It would be necessary to register also powers of attorney. We might go a step further and insist on a registry of signatures.

I apologize for writing at such length. I have stated, I hope without offence to any one, what I believe to be in the true interests of trade.

ARCHO[illegible]

### DEBATE ON INDIAN FINANCE AT THE EAST INDIA ASSOCIATION.

At a meeting of the East India Association at the Society of Arts Rooms, London, on Wednesday, June 15th, W. S. Fitzwilliam, Esq., in the chair, Mr. J. Prichard read a paper on "Indian Finance."

Mr. Prichard began by giving a very full and clear exposition of the present state of the Indian finances, quoting largely from the recent speeches of Lord Mayo and Sir R. Temple, and laying much stress on the price India is now paying for the mistake of the amalgamation of the armies—the charge for non-effectives being now, according to Sir W. Mansfield, half a million a year, with the certainty of rising to 1½ million. Enumerating the defects in the present system of administering the finances, he defended Sir R. Temple, saying the man is not so much to blame as the system, and that the difficulties of the post of Chancellor of the Indian Exchequer are far greater than those of an English Chancellor. The chief defect was want of responsibility. No one could say who was responsible for anything; and the whole administration of India was "a sort of patchwork—a composite of different patterns and colours sewed together without any attempts at unity of design." "The result of all this, as regards finance, is a total misapplication of means to an end. The revenue is raised, certainly; but, instead of being administered on any well-defined and well-established principles of political economy, we have nothing but a yearly succession of temporary efforts to meet ordinary requirements by extraordinary fiscal measures. In the midst of a period of profound peace, when India is in the enjoyment of immunity from political disquietude such as it has not been her lot to enjoy certainly ever since the British power obtained a footing in the country, and such as we have no right to expect her to continue to enjoy if we are to learn anything from history,—in the midst of such a period of tranquillity the country is burdened with a war tax which presses unequally upon the people, and produces the minimum of results with the maximum of discontent." Mr. Prichard next spoke of the falling off in the opium revenue, and the probability that from this cause the deficit would soon be increased to 5 or 6 millions a year. What was wanted, then, for India was a scheme of political economy which would deal with this deficit in a right way. Such a school Mr. Wilson might have founded, if he had not been killed by the work of overcoming the deadweight of official resistance to reform; but now no Finance Minister would put matters right in whom practical training and Indian experience were not united for the task. Mr. Prichard then passed to speak of our failure to obtain that first security for good and economical government—the loyalty and contentment of the people. "We have enlisted the attachment and loyalty of no single class." How otherwise, then, to strain the bow to the utmost extent by laying on a heavy war-tax instead of keeping it to fall back upon in case of exceptional emergency and great and pressing need. The lavish expenditure on public works Mr. Prichard spoke of as the chief cause of the deficit; and, with reference to Lord Mayo's encomiums on the results of this stupendous outlay, "the future historian," he said, "will have to record whether the zeal for public improvements manifested by those who have charge of the finances and the administration of India has been tempered by that prudence and discretion which is quite as much an element of real statesmanship as zeal for public works." Going back to the income tax, he at great length contended that it is unsuited to India, oppressive and unjust; and he urged upon the meeting "the necessity of insisting upon some inquiry being instituted with a view to reform" by a Royal Commission, or a Parliamentary or Special Committee. The concluding portion of this paper was devoted to a criticism of the administration of the Public Works Department, on which a special paper by Sir B. Frere will be read at the next meeting of the Association; and Mr. Prichard wound up his remarks with a vigorous protest against raising money by such a breach of faith as would be involved in a disturbance of the Permanent Settlement in Bengal.

MR. MACLEAN said there could be no doubt that the weak point in the system of the Indian Government was that, whereas at home the Treasury was the central power having the control of the purse, in India the Finance Department had not that control. The Public Works Department was acknowledged to be entirely free from the control of the Finance Minister of the time, and therefore any estimates he brought forward himself were necessarily to a great extent conjectural. Mr. Prichard had not in his paper suggested any substitute for the income tax, but he thought those who objected to it ought to show in what other way the Finance Minister was to make up the deficit. Mr. Prichard had said that the income tax was only a war tax, but the fact was that though the income tax was a great nuisance in time of war in England, the case was totally different in India, where in time of war a large proportion of the population would be, if not disaffected to the British Government, at all events lukewarm. The only thing to rely on in time of war in India was the credit of the Government of India, which credit could not be kept up if we went on increasing our debt from year to year, and neglected to impose taxes to make the revenue meet the expenditure. The question was, what other tax could be substituted for the income tax? Colonel Lesney, in his Indian Polity, said that the prosperity of the country must go on increasing in proportion as railways and other appliances of civilization were introduced into the country, and that in the course of time we should be able to raise the customs and excise revenue to such a point as would put those who had the control of the finances in a perfectly happy and easy frame of mind. But was it likely that the customs and excise duties would ever bear the same proportion to the whole revenue of India that those two heads of revenue in this country bore to the whole of the revenue of the country? India had been increasing vastly in riches and prosperity, but the customs and excise duties had not increased in anything like the same proportion, and it was not at all likely that the customs and excise duties on articles of common consumption in India would ever bring in anything like the revenue that the duties on the same articles would produce in this country. A large revenue could not be raised in India by indirect taxes on spirits, tea, coffee, and tobacco; and the increasing wealth of the people would only be touched by direct taxation. The only substitute that had ever yet been suggested for the income tax, with the exception of an increase of the land tax, was an increase of the duty on salt (a favourite plan of Sir Charles Trevelyan, and which Lord Lawrence, much to his honour, had steadily opposed). Mr. Prichard had said that the income tax was oppressive, but an increased tax on a great necessary of life of the people of India would be much more objectionable, seeing that it would be severely felt by the masses; whereas the income tax pressed only on the wealthy. No doubt a great deal of deference was to be paid to the views of the Bombay and other Associations, which, whenever any tax was imposed, were always so ready to raise what was commonly called a constitutional clamour against it; but it might be doubted whether those associations represented the people of India; they in fact represented the major class of the people. The people on whom the income tax was imposed were the very people who benefited most by our rule, and who hitherto had paid no taxes at all, and he thought we were bound to impose the income tax in preference to raising the duty on salt. With respect to another point raised by Mr. Prichard, when Lord Mayo said that the yearly expenditure of the Public Works Department, £14,000,000 or £15,000,000, represented half the current available revenue, that was rather a mistaken way of putting it, for that £14,000,000 or £15,000,000 included £4,000,000 or £5,000,000 of railway capital contributed by capitalists in this country. It was not right to say that the whole £14,000,000 or £15,000,000 was taken out of current revenue, for in fact only about £7,000,000 or £8,000,000 at the outside was taken out of current revenue. And when it was said that no State in the world spent so large a proportion out of current revenue on public works as India, he might reply that no other State derived £20,000,000 from the soil of the country. The Government, as the landlords of the land, were under the obligation to execute permanent improvements out of the revenue derived from the land before they applied the balance in diminution of the general taxation of the country. All those who took an interest in Indian finances, and hoped to see them improved, ought to insist that some reform in the Public Works Department should be carried out. That, however, would take time; and meanwhile the only plan suggested by the Bombay Association, with the view of meeting the difficulty in respect to the finances, was that we should borrow money for carrying out public works, and renew the bill from time to time. But would the members of that Association be more willing to pay heavy taxation 25 years hence than now? He thought that we should be premature in denouncing the income tax till we could point out in what other way the Finance Minister could raise money for carrying on the government of the country.

MR. NOWROZJEE FURDOONJEE stated that, as Secretary of State and Council of India, praying that the finances of India might be placed on a satisfactory footing, and that the income tax should be abolished. In that petition the memorialists had suggested, as Mr. Maclean had pointed out, that the money expended on the permanent works, the benefit of which would be reaped not only by the present generation but by several future generations, should be borrowed as a loan, to be paid off within a certain number of years, say 20 or 25 years, instead of the whole amount being drawn from the current revenue. But besides that suggestion, the memorialists had proposed that the expenditure which had been going on from year to year in every department of the administration of India, both in India and in this country, should be reduced. If that remedy were adopted, there would be no necessity for raising additional money by obnoxious and oppressive taxation. That remedy had been advocated not only by native gentlemen but by Government officials. Mr. Chapman, the Chief Secretary of the Bombay Government, and the representative of Bombay in the Supreme Legislative Council of India, when the income tax was brought forward, contended before the Legislative Council that no strong case had been made out and no necessity had been shown for the imposition of the income tax. He contended before that Council that the establishments were susceptible of considerable reduction. The present Secretary of State for India, the Duke of Argyll, only a few months ago, in a despatch that he addressed to the Government of India, said that the military expenditure of India admitted of a reduction to the extent of it might be a million and a half, but at all events a million. If that reduction were carried out there would be no necessity for the imposition of fresh taxation, but as yet it was not known whether any practical step had been taken to carry into effect that opinion so deliberately put upon record by the Secretary of State. He concurred with almost all that had been advocated and stated so ably by Mr. Prichard in his paper. Mr. Prichard had said that the present Financial Minister was fettered and shackled, and had produced a budget to order. It was a blot on the administration of the finances of the Indian Empire that the Minister in charge of the Financial Department of that empire should be in such a position; it was a state of things which ought not to be tolerated and which ought not to be allowed to continue for a moment. We ought to have a financier supreme in his department, and responsible for the proper conduct and management of that department, and not a man producing a budget to order. It had been shown by Mr. Prichard that the amalgamation of the local army with the Queen's army had already cost the revenues of India half a million sterling per annum, and that that amount would go on increasing till, in a short time, it would amount to a million and a half. It was such unnecessary expenditure that occasioned the imposition of an oppressive income tax. He could not allow to pass unnoticed one remark made by the last speaker, that the Bombay Association represented only a class, leaving it to be inferred that the petition had been drawn up and supported by the wealthy merchants of Bombay, and not in the interests of the whole of the native inhabitants of Bombay. The wealthy inhabitants of Bombay were too well known for their philanthropy and their abnegation of self to merit such a charge; moreover their petition contained the following paragraph:—"Your memorialists cannot acquiesce in the justice of an expedient that has been adopted by the Government of India to increase the revenues. Your memorialists apprehend that the enhancement of the salt duty will press heavily especially on the agricultural and poorer classes of the people in this presidency who contribute to the State a larger amount of land revenue than the inhabitants of Bengal and the North-Western Provinces." That allegation, together with many other expressions to be found in the petition, would convince the meeting that the members of the Bombay Association were not actuated by any such selfish motives as those ascribed to them. The Association had been established not only to represent the interests of those who were members of it, but to represent the interests of the native inhabitants of the Bombay presidency, particularly the poorer and middle classes, and the native inhabitants of India in general. He for one would have no connection with an association established for the promotion of selfish or class interests.

SIR BARTLE FRERE said that he had attended the meeting simply as a hearer, hoping to hear some suggestion for the improvement of the present position of the finances of India, and he trusted that the meeting would take anything he said as a mere personal opinion. In considering the question of the finances of India, we had first to ask who held the purse-strings. The answer to that question was, the British Parliament. And we should not have been in the present state of uncertainty if the British Parliament had not discontinued the practice which it had followed since almost the first acquisition of any considerable empire in India, of calling those who administered the affairs of India to a periodical account. As long as the charge of the finances of India was left in the hands of a mercantile body, the Court of Directors, Parliament very rightly required at every renewal of the Charter that the Trustees of India should submit to an examination, which generally occupied two years, as to what they had done in time past, and what they were prepared to do in time to come. He could not help thinking that in abandoning that custom a very great and useful barrier to misgovernment had been removed. Lord Dalhousie had altered that system, because he found that the periodical examination was equivalent to a periodical call for agitation, and that considerable inconvenience resulted from it being the habit to treasure up grievances, and to bring them forward periodically to hamper the Government of India. That was a very good reason why the examination should not take place at fixed intervals, but it was not any reason why the administration of India should not be called to account by Parliament whenever they found anything was amiss. It was to be borne in mind that Parliament had lately taken to itself the direct control of matters which used formerly to be left to the Government of India, either in India or in this country, and that the functions of the Home Government were now essentially different from what they were during the time of the old Court of Directors. With respect to an enquiry, he thought the best way in which it could be conducted would be by a Select Committee of Parliament reporting to Parliament. One very important point, which had not been noticed by Mr. Prichard, was the paramount necessity for discriminating between what might be called the arithmetical question, the question regarding the accounts, and the real financial question. A serious deficit had been all along spoken of, but there were people who said there was no deficit at all, and that the state of matters was not so serious financially as had been represented, though no doubt it was a serious state of things when a great Government did not know how it stood at its banker's. With regard to the accounts there had always seemed to him to be a very simple mode by which the accounts could be kept correctly and presented in good time. At present two sets of accounts were of necessity kept, one in India and one in this country, and it was a matter of very great difficulty to make a clear balance-sheet with those two sets of accounts. The remedy for that would be simple—to have the accounts kept in this country, to be rendered to Parliament periodically. That would involve no doubt some change in the details, but in principle it would be a much smaller change than might at first sight appear, and he believed that at the beginning of the Session the accounts might be laid before Parliament in a perfectly intelligible and correct form, by which it could be seen how the Government of India stood within £100,000 or so. He had no doubt that it would be found that financially the Government of India was in an insecure position. He did not overlook the immense elasticity which existed in the Indian revenues, which he believed to be far greater than in the case of any country, except such countries as England and America, but at the same time the requirements of India were even more elastic, and every six-pence that was got from increasing customs and excise duties and land revenues would be required for the increasing demands of increasing civilization. Then came the main question—What was to be done to fill up the gap? He could only say that on that head he entirely agreed with all that Mr. Maclean had said. He had no doubt that the income tax was a most unpopular tax, but he had been fully confirmed in the opinion he formed when the matter was laid before the Council by Mr. James Wilson, who pointed out that in the case of India you required some new and very productive tax to supply the deficiency which existed, and who proved, what had never been disproved, that except at the time when he took the matter in hand, the accounts of India had never really been properly balanced; and he, Sir Bartle Frere, might say from that time to the present, the same thing might be said. Mr. James Wilson also proved that whatever you might do by small additions to the taxation of the country, you could not supply the real wants of the country by anything but a large amount of direct taxation. The question was, whether the amount required to be raised could be raised by indirect taxation, and whether it was not necessary to resort to direct taxation. Mr. Maclean had said that the income tax was of all others the worst tax to rely on in India as a war tax; but at the same time it was to be remembered that there was no taxation which in itself was so germane to the habits and customs of the natives of India as direct taxation, and no State in India could be named where the direct taxation of the moneyed classes did not form a very large proportion of the resources of the Native State. That being the case there was nothing inconsistent in the Government of India returning to direct taxation, for it was only within the last 35 years or so that the Government of India remitted almost all the direct taxation which it had inherited from the native Governments. Though that direct taxation was not levied in the same way as the income tax was now collected, still it was got by finding out pretty closely what everybody was worth in the community; and, if he did not pay in some other way, if he did not pay his land revenue, or his fish tax or his customs, he was instantly pounced upon and made to pay by direct taxation. That system, put in a modern and European form, would give an income tax suited to the requirements of India. He did not pretend to say that we had hit the right thing in the income tax, but he asked the Association as a body to weigh well in their minds whether any form of indirect taxation could be introduced to fill up the gap, in substitution for direct taxation.

MR. TAYLER contended that the only statesmanlike course for the Government of India to take was to draw a line between absolutely necessary and optional expenditure on public works for the year, and to refuse to spend a penny on canals or any other works of improvement without first being sure of having the money in hand to spend. He also advocated the policy of raising money by loans for the construction of reproductive works.

A MEMBER of the association corroborated what Sir B. Frere had said as to the former prevalence of direct taxation under the native Governments of India.

MR. MAITLAND called attention to the declining state of the opium revenue, and expressed his fear that in a few years' time the Indian opium trade with China would be entirely destroyed. Then what would be the state of the Indian finances?

THE CHAIRMAN made some remarks to a like effect, and also spoke of cases he had known, in his own experience as an income tax commissioner at Calcutta, of the oppressive working of that tax.

MR. PRICHARD, in responding to a cordial vote of thanks for his paper, said he had never proposed, as Sir B. Frere and Mr. Maclean seemed to think he had, to provide a remedy for the confusion in the Indian finances; he had merely wished to ventilate the question, and he thought the discussion that had taken place would do good.

### SHIPWRECK.

A TELEGRAM from Rangoon, received on Sunday by the Austrian Consul at Bombay, reports that the Austrian ship Marietta M., Captain Owens, was wrecked off Diamond Island, the whole crew being saved. The ill fated vessel, which was in Bombay in April last

## SMALL CAUSE COURT.—11th July.

(Before J. O'Leary, Esq.)

Hajee Sallay Mahomed Hajee Rahtoola vs. Hajee Abba Thara.

Mr. Ghandhirhoy appeared for plaintiff; Mr. Khunderao for defendant. The action was brought to recover Rs. 1,300 being the money due for services rendered by the plaintiff to the defendant in superintending the recovering of coal and iron from the wreck of the ship Great Northern, and for receiving the wreck of the ship. The defendant admitted having received Rs. 100 on account. The excess of Rs. 200 was abandoned with a view to bring the case within the jurisdiction of the court. It was contended on behalf of the plaintiff that his services were engaged by defendant at the rate of one hundred rupees per month, while for the defence it was argued that he (plaintiff) was one of the partners in this business. Evidence was taken, and the plaintiff having failed to prove the case in a satisfactory manner, the Court non-suited.

## DHARWAR COTTON REPORT.

DHARWAR, 9TH JULY 1870.

Our latest Liverpool telegram is dated 5th instant quoting Fair Dhollera 8½d. with a dull and heavy market.

The past fortnight has been one of complete stagnation throughout the district, not a single purchase, either on European or native account, has been reported; in fact business has been completely at a stand-still, and the orders which in former years have been held to so large an extent for execution here during the monsoon months appear this season to be held back for the present. The fraudulent practices which have lately been brought to light in Bombay, added to the bad news from Home, have no doubt paralysed the market in Bombay, and in consequence prejudicially influenced the transmission of the usual orders to this market for execution; but as we are now approaching the middle of our closed season, it is quite time that a little activity should supersede the present dullness, and we hope to see some brisk orders sent to this market and put through before another month has passed.

During the past few days some orders on native account have been received from Compta dealers on terms equal to our quotations but with an advance on twenty-five per cent only, balance on delivery at Compta in October, and in the absence of orders on European account with the usual advance of seventy-five per cent, some business will probably be done shortly on Compta broker's account, which will not tend to lower prices or to improve business prospects with us.

We quote Sawginned to-day Rs. 277, Compta Rs. 255, f. o. b. Carwar less 5½ per cent October shipment.

We have had little or no rain during the past fortnight, but the weather has been favourable for ginning operations; the grain corps are more than half sown, and the land for cotton sowing is being prepared. It is impossible as yet to form any reliable estimate of the proportion of land that will be put under cotton this season, but the natives state that fully 25 per cent less cotton and more grain will be sown this year owing to the great loss the ryots sustained from the failure of the cotton crop of 1869-70.

The Queen of Ceylon sailed from Carwar to Bombay on the 25th ultimo; Augusta May and Ann Lucy were leaving Carwar in ballast on 4th instant, but their destination is unknown.

Exchange.—There being no demand for money, the rate is very favourable to drawers; demand drafts are saleable in the bazaar to a moderate extent at ¼ per cent premium, and 16 days' at ⅛ per cent premium.

Robertson Brothers & Co.,
Represented in Bombay by Messrs. Blay & Mackintosh.

## BOMBAY CRIMINAL SESSIONS.

(Before the Hon'ble Justice Bayley.)

THIRTEENTH DAY: MONDAY, JULY 11.

Charge of Wrongful Confinement.—Dinanath Atmaram, Moreshwur Succaram, and Bhackjee Balcrustna, were charged with having, on 28th April 1870, at Bombay, wrongfully confined a woman named Sonabee against the form of the Indian Penal Code, and also with having wrongfully restrained the said woman.

Prisoners all pleaded not guilty.

Mr. Ferguson conducted the prosecution, and the first prisoner Dinanath was represented by Mr. Starling, and the other two by Mr. McCulloch.

Mr. Ferguson, in opening the case, laid before the jury the following sketch of the facts of the case. Prosecutrix is the widow of a man named Bhagojee Bhugwantrao, who died some four years ago, leaving his father Bhugwuntrao Ramchundra surviving him. The widow for some time after her husband's death lived with her own family; but two years before the death of her husband's father she went to live with him. On the death of Bhugwuntrao Ramchundra she continued to live with her husband's family in Lower Chawl Street. On 28th April last, about ten or eleven o'clock in the morning, prosecutrix descended from her own room, which was situated on the first floor in the rear portion of the house, to the back verandah of the house, for the purpose of letting in her little girl, who had gone out to get her meals at a relative's house. On getting into the back verandah she found all the doors closed against her so that she was only able to get into her own room or stay in the verandah. When she found that all the doors were closed she called out, "Why are you keeping me out?" and on this Dinanah Atmaram either himself personally or by his wife, whose name was Luximee, came and closed the door which led from her room to the back verandah, so that from that time she was a prisoner in the back verandah, and on finding this prosecutrix cried out, "Why are you keeping me here? I want to get through," but the door was not opened to her. Well, the little girl who had come with her food heard her calling out to have the door opened. Prosecutrix told her she was powerless, and went downstairs again to find the doors closed. The little girl appeared then to have gone away, and prosecutrix would tell them that after some time this door which had been closed against her leading to her own room was opened, and she was able to get to her room. From eleven o'clock till six o'clock she tried the doors leading to the other rooms, and on each occasion found the doors closed. About the middle of the day she went to her own room, which was in the rear of the house, and in a straight line with the house of Narayen Dadoba, who was connected with prosecutrix through his wife and from whose house she was in the habit of getting her meals. She went to the window of her room, and called out to the people in that house, and upon Narayen Dadoba hearing her he went over to her brother Nanabhoy Babajee, who lived in that neighbourhood. He came, and went up to the house and demanded admittance at the front door. Nanabhoy would tell them that he knocked at the door and saw the three prisoners, and that they refused to give him admittance. They would also hear that Narayen Dadoba sent over his gorawalla with the little girl for the purpose of getting in food, and the gorawalla would tell them that he found the door closed against him. About five or six o'clock, prosecutrix heard all the doors opened and then got her food. So that according to the story of the prosecutrix, which would be corroborated by Narayen Dadoba, her girl, and the gorawalla, she was wrongfully confined in the house from about eleven o'clock in the morning till about six o'clock in the evening. Mr. Ferguson then called the attention of the jury to the section of the Penal Code under which the prisoners were charged, which said—"Whoever wrongfully restrains any person in a manner as to prevent that person from proceeding beyond certain circumscribed limits, is said wrongfully to confine that person." The jury would simply have to consider the question whether the prosecutrix was or was not wrongfully restrained by all or any of the prisoners so as to prevent her from proceeding beyond certain circumscribed limits.

Several witnes were examined for the the prosecution, after which Mr Starling and McCulloch addressed the jury at considerable length on behalf of their respective clients.

After a lengthy address form His Lordship,

The jury retired to consider their verdict; and, after an absence of a quarter of an hour returned into Court with a verdict of guilty against all the prisoners on the second count of the indictment, that of wrongful restraint.

His Lordship, in passing sentence said—The sentence of the Court upon each and all of you is that you be kept in simple imprisonment for one week, dating from to-day. I say dating from to-day, for generally speaking the term of imprisonment dates from the commencement of the Sessions, and these began a fortnight ago, so that if I inflicted the punishment I do now without stating from what time the term was to begin, I should have to pass a term of three weeks which is the maximum punishment under the section of the Code under which the jury have found you guilty. Your sentence is a week's simple imprisonment from this date.

[ Before the Court rose His Lordship, who had commented severely on the absence of a magistrate who he supposed had been ordered to attend, said—I wish to mention a matter, in connection with the case of Edward Steward who was charged with breach of trust and tried before me on Monday the 4th inst. I made some remarks at the close of that case to the effect that the evidence of the committing magistrate was very material, and that he had been ordered by the Clerk of the Crown to attend this Court, but had not done so. I find that it was intended by the public prosecutor that the magistrate should come to Bombay, and I also find that he was informed by a letter from the public prosecutor that these Sessions commenced on the 27th June, and requested him to take proper precautions to "be in time with his witnesses;" this was intended as a request to him personally to come to Bombay, but the magistrate put a different construction upon it, reading it as a direction to him to despatch the witnesses in the case, so as to reach Bombay in time. The letter certainly was ambiguous and open to the view of it taken by the magistrate, and no blame can be attached to him under the circumstances for not having attended. I may add that I believed when I had the remark I did, that the magistrate had been expressly requested by the Clerk of the Crown to attend the Court. It appears that this was not so, and I therefore think it right to make these remarks, as, if the terms of the letter of the public prosecutor to the magistrate had been brought to my notice, I should not have believed as I did the other day.

The Court rose at half past six o'clock.

## IMPORTANT DECISION REGARDING SHIPS' AGENTS.

MORE "FAVOURS" TO CURSONDASS MADHOWDASS.

In the High Court on Saturday a matter came on for hearing before Mr. Justice Green, relating to the question of signing bills of lading before shipment of the goods and involving a nice point as to the position of the "agent for the captain and owners" of ships. The original application is a suit by Rajaram Govindram and Narrondass Moolchund, trading as Rajaram Narrondass, against the defendants who are described as "M. B. Brown, master of the vessel Teresa, now lying at anchor in Bombay harbour, and A. McDonald of Liverpool, residing in England and carrying on business in Bombay by means of his agents, Messrs. Rennie, Scovell and Co. of Bombay, merchants, and Cursondass Madhowdass, also of Bombay, Hindoo inhabitant, now in confinement in the Mazagon jail;" and the object of that suit is to recover possession of 609 bales of cotton or their value and Rs. 6,000 as damages for their detention. The circumstances leading to the suit are detailed in the plaint, which states that on the 9th of May the plaintiffs agreed with Cursondass Madhowdass to buy for him in their name 3,000 bales of cotton, and to press and ship these as he should direct, upon condition that they should take the mate's receipts for the delivery and retain them until he paid for the bales together with 2 per cent. of commission and Rs. 3½ per bale for pressing and muccadum's charges; that they caused 609 bales to be shipped on board the Teresa and got the mate's receipts for them; that Cursondass is due Rs. 92,354 for these but has not paid them, though the mate's receipts had frequently been tendered, and is now insolvent and unable to pay his debts; and that according to the custom of the port Captain Brown was bound to deliver bills of lading to no one except the holder of the mate's receipts, but that he had, before the 609 bales were shipped, fraudulently signed and delivered to Cursondass Madhowdass bills of lading purporting to be in respect of these 609 bales of cotton and refused to give bills of lading to the plaintiffs as holders of the mate's receipts. On the 4th inst. a rule was granted calling upon the defendants to show cause why an injunction should not issue restraining them from removing the 609 bales of cotton beyond the jurisdiction of the Court, and why a receiver should not be appointed to take possession of these, and an interim order was given against the removal of these bales.

On Saturday the Advocate General (instructed by Messrs. Acland, Prentis and Bishop) appeared on behalf of Messrs. Rennie, Scovell & Co. and applied to have set aside the service which had been made on them on behalf of the owners of the vessel. He did not know, he remarked, if his Lordship would consider that Cursondass Madhowdass, who was also a party to the suit, was entitled to be heard in this application, but it did not seem to him that Cursondass had any interest in this at all. Messrs. Rennie, Scovell & Co. had had service made on them on behalf of the owners of the ship, but they had a natural disinclination against being involved in a litigation of this sort, and accordingly said they were not the agents for the owners as they were not "carrying on business" for the owners in Bombay so as to entitle the plaintiffs to make service on them on behalf of these owners. They had made an affidavit with regard to this question, but before proceeding with that he wished to ask if his Lordship considered it was necessary that Cursondass Madhowdass should appear in this part of the case? It did not appear to him that Cursondass would have anything to say on it, for his interest in the matter was entirely distinct from that of the owners. As he did not wish to have twice to argue the point as to service on Rennie, Scovell & Co., he at this stage raised the question whether his Lordship thought Cursondass had a right to be heard on this point.

The Judge—No, I think that is a matter for the Court; I don't see what another defendant has to do with it. It lies between the plaintiff and this defendant who is alleged to be served on behalf of the owners.

The Advocate-General then proceeded to read the plaint in the suit out of which the application arose. It commenced as follows:—"1st.—The plaintiffs on or about the 9th day of May 1870 agreed with the said Cursondass Madhowdass to buy, for him but in plaintiff's name, 3,000 bales of cotton and to press and ship the same on board such ship or ships as the said Cursondass Madhowdass should direct, upon the conditions, amongst others that the plaintiff should take the mate's receipt for the delivery on board the said ship or ships of the said 3,000 bales and should retain the mate's receipt until Cursondass Madhowdass should pay to the plaintiff the price of the 3,000 bales together with 2 per cent. commission and Rs. 3½ per bale for pressing and muccadum charges. 2nd.—The plaintiffs accordingly bought, for Cursondass Madhowdass but in plaintiff's own name, 609 bales of cotton and paid the purchase money for the same and caused the 609 bales to be pressed and by direction of Cursondass Madhowdass, shipped the same on or about the 6th, 7th, 9th, 13th, 14th and 16th days of June 1870 on board the ship Teresa, whereof Mr. B. Brown is master and A. McDonald is owner and took the mate's receipts (copies whereof are hereunto annexed) for the said 609 bales and still hold these receipts. 3rd.—There was then and still is due to the plaintiffs from Cursondass Madhowdass the sum of Rs. 92,354 in respect of the purchase money and commission charges as aforesaid, and the plaintiff has frequently tendered the mate's receipts to Cursondass Madhowdass and required him to pay the sum of Rs. 92,354, but Cursondass Madhowdass has not paid the same or any part thereof and is now insolvent and unable to pay his debts."

The Judge here remarked that he understood the Advocate-General was merely appearing for Messrs. Rennie, Scovell and Company and saying they were not properly served.

The Advocate-General—Yes, my Lord. I do not say they are being sued in the place of the owners, but it is necessary for me to refer to the substance of the case in order to decide if they are the proper persons to accept service for the owners, in a suit of this kind. The plaint proceeds to state,—"4th.—According to the custom of the port of Bombay, M. B. Brown, then master of the ship Teresa, was bound to deliver bills of lading for the said 609 bales to the holder of the mate's receipts and to no other persons. Yet M. B. Brown as such master on or about the 4th day of June 1870 and before any of the 609 bales had been delivered on board the ship, fraudulently signed and delivered to Cursondass Madhowdass bills of lading purporting to be in respect of the said 609 bales and refuses to give bills of lading for the said 609 bales to the plaintiffs or the holder of the said mate's receipts. 5th.—The plaintiffs now seek to recover from the defendant the possession of the said 609 bales or their value and the sum of Rs. 6,000 as damages for their detention." Now your Lordship will see that in the whole of that plaint there is not the slightest reference to Rennie, Scovell and Company, and not the slightest attempt to show how they are to be connected with the master and owner of this vessel, but I presume all my learned friend will contend for is that my clients are rightly made to represent the owner, who is absent, and not the master who is in Bombay. [Mr. McCulloch—That is so.] Now, annexed to the plaint is a letter to Messrs. Rennie, Scovell and Co. by Messrs. Rimington, Hore and Langley, dated 30th June 1870, and your Lordship will notice that Messrs. Rennie, Scovell and Company are there described as "agents of the ship Teresa." The letter is as follows:—"We are instructed to inform you that our client Narrondass Moolchund, in pursuance of an agreement between him and Cursondass Madhowdass, purchased, pressed, and shipped bales of cotton on your ship Teresa and took the mate's receipts. It was agreed between the said Cursondass Madhowdass and our client that our client was to be paid in full on the production to Cursondass Madhowdass of the mate's receipts, and on payment the mate's receipts were to be given up to him. We are now instructed to state that our client has not been paid for 609 bales of cotton marked as under, for which our client holds the mate's receipts. The captain of the ship it appears has signed bills of lading for these bales long before they were put up on board the said ship, and consequently when we applied to him on the 28th June, instant, to cancel those false bills of lading and to sign genuine bills of lading to us on the strength of receipts in our client's hands, he refused to do so. Under these circumstances we are instructed to demand from you as agents of the ship and of the owners thereof an immediate delivery to our client of the said bales, and in default of your compliance therewith, we have instructions without delay to institute legal proceedings against you to compel you to do the same." Your Lordship sees that Messrs. Rimington, Hore and Langley have now receded from that position and merely claim to take advantage of Messrs. Rennie, Scovell and Company as agents to accept service for the owners of the vessel who are in Europe, or at any rate not within the jurisdiction of this Court. In reply to that the following answer was sent:—"In answer to your letter of yesterday's date, we beg to state that we do not see how any liability can possibly attach to ourselves, assuming the facts to be as you state them, nor if we had any authority on the part of the owner to deal with the bales, do we see how bales shipped for Liverpool could be delivered here. We may observe for the information of your client that Messrs. Jefferson, Campbell and Co. and the Chartered Bank of India, Australia and China state that they hold bills of lading for the bales in question." Now, my Lord, in support of the claim made by Messrs. Rennie, Scovell and Company for not accepting service in this case I must draw your Lordship's attention to several paragraphs in the affidavits of Vizbookhundass Atmaram and Nehemiah Roberts, which have been filed by the plaintiffs in this matter. The material part of the affidavit of Atmaram on this point is the fourth paragraph in which he says—"On the 30th day of June 1870, I accompanied the said N. Roberts to the office of Messrs. Rennie, Scovell & Co., when the said N. Roberts then and there served a person, whom I knew to be Mr. Wilson, with the notice, copy whereof is annexed." (The notice which I have just read "After reading the said notice the said Mr. Wilson laughed and said, 'You had better take proceedings against us.' The said N. Roberts, at my request, then asked him if he would accept service of a notice to the like effect as the one served upon him addressed to the captain of the said ship Teresa. He replied, 'No, we are not the agents of the captain.' He afterwards asked me where Narrondass Moolchund was to be found, and gave him the information required." Then, my Lord, Nehemiah Roberts in the third paragraph of his affidavit says—"On the 30th day of June 1870, accompanied by the said Vizboocandass Atmaram, to the office of Messrs. Rennie, Scovell and Co., and did then and there serve a person who admitted himself to be Mr. Wilson with the notice, copy whereof is annexed to the plaint herein marked J. After reading the said notice the said Mr. Wilson laughed and said, 'You had better take proceedings against us.' I then asked him if he would accept service of a notice to the like effect as the one served upon him addressed to the captain of the ship Teresa. He replied, 'No, we are not the agents of the captain.'" Now, my Lord, Mr. Wilson makes an affidavit in which he states very fully the circumstances of the connection of Rennie, Scovell and Co. with the ship. He says—"I am the manager at Bombay of the business of Messrs. Rennie, Scovell and Co., and I sign for that firm. 2.—The ship Teresa in the proceedings in this suit mentioned arrived here from Liverpool on or about the 24th day of February last, consigned to the said firm as freighter's agents under a charter party, a copy of which was sent to me by the freighters, being Messrs. Rennie, Antrobus and Co., of Liverpool, the members whereof are the same as those of the said firm of Rennie, Scovell and Co., and a copy of the said copy so sent to me is hereunto annexed." That document purports to be a charter party dated Liverpool, 31st August 1869, and it begins in these terms:—"It is this day mutually agreed between Messrs. Wm. Collart, Sons and Co., owners of the good ship or vessel called the Teresa, of 1,345 tons or thereabouts, now in the port of Liverpool, and Messrs. Rennie, Antrobus and Co. of Liverpool, merchants and freighters, that the said ship being tight, staunch and strong, and every way fitted for the voyage, shall with all possible despatch proceed direct to Birkenhead Dock and there load." And then the material part is towards the end,—"The vessel to be addressed for inward business to freighters' agents free of commission, and for outward business paying usual commission of 5 per cent." Now Mr. Wilson goes on to say:—"3. In the said exhibit the owners of the ship are stated to be Messrs. Wm. Collart, Sons and Co., but in the register of the said ship lately, as I believe on board of her, I believe the owner is stated to be Arthur McDonald, of St. John's, New Brunswick, in North America, but who are, or is, in fact, the owners or owner of the said ship I do not know, and I believe this information could only be obtained by an inspection or a certified copy of the register of the said ship at Liverpool being the Port of Registry. 4.—The said Rennie, Scovell & Co., and also as I believe the said Rennie, Antrobus & Co., have had no sort of communication with the said Arthur McDonald, but only with the said Wm. Collart, Sons & Co., and the relation of the said Rennie, Scovell & Co. towards the said ship and the said Wm. Collart, Sons & Co. is simply that which is defined by the said copy charter party wherein the said ship is addressed to the said Rennie, Scovell & Co. for outward business, and although by virtue of that consignment the said Rennie, Scovell & Co., in accordance with the usual practice, style themselves in all matters relating to the outward freight of the ship as "Agents for captain and owners," yet the duties of the said Rennie, Scovell & Co. are simply to procure freight for the ship outwards, to prepare the outward manifest, to check and pass bills of lading for the captain's signature, to exercise a general supervision over the ship's disbursements, and to advise the captain in all matters relating to the loading and despatch of the ship from this port, but not unless with the special instructions of the owners or owner (which instructions I do not in this instance possess) in any way to interfere with or exercise any sort of control over the cargo when on board. 5.—The abovenamed M. B. Brown ceased to be master of the said ship on the 29th day of June last, on which day he was suspended from the command of her, and his successor has not yet been appointed, and the ship is now in charge of the chief officer. 6.—The said M. B. Brown was arrested on a criminal charge on the 28th day of June last, on which charge he is, as I believe, still in custody. Subsequent to his arrest it came to my notice that of the 609 bales, alleged by the plaintiffs to have been shipped by them on board the said ship, only 54 bales were shipped in the name of Narroadass Moolchund, and that the others were shipped in the names of Cursondass Madhowdass and Heerjeebhoy Sorabjee. I have heard that the said Heerjeebhoy Sorabjee is a clerk in the employ of the said Cursondass Madhowdass. 7.—No bills of lading for any of the said 609 bales were ever prepared, received, examined, checked, passed or signed in the office of the said Rennie, Scovell and Co., but I have recently been informed and believe that bills of lading or documents purporting to be bills of lading for the said goods were signed by the said M. B. Brown before the said goods were received on board, and were so signed by him outside the office of the said Rennie, Scovell & Co.; and I say that if any such documents were in fact ever so signed by the said M. B. Brown, they were signed improperly, secretly, and without my knowledge or that of the said Rennie, Scovell and Co., and I verily believe without any authority whatever from the owners or owner of the said ship. My reason for this statement not only is that no such authority has come to my notice or knowledge, but also because the said M. B. Brown, though he subsequently admitted, yet he at first strenuously denied to me that he had ever signed any bills of lading at all without having the goods first on board. I believe that the alleged bills of lading for the said 609 bales are in the possession of Messrs. Jefferson, Campbell and Co. of Bombay, merchants, and of the Chartered Bank of India and China at Bombay, respectively, or of their respective assignees. 8.—I say that in answer to the letter dated 30th June last, from Messrs. Rimington, Hore and Langley to the said Rennie, Scovell & Co., a copy whereof is annexed to the plaint in this suit, I wrote and sent to them the letter dated 1st July instant, a copy whereof is hereunto annexed, and that on the 2nd day of July instant, the said Rennie, Scovell & Co. received from the said Messrs. Rimington, Hore and Langley the letter, a copy whereof is hereunto annexed, in answer to which I wrote and sent on the same day to them the letter, a copy whereof is hereunto annexed." These first two letters are those which I have already read to your Lordship, and the other two are dated 2nd July and are both dated anteriorily with the filing of the plaint. The first letter is this—"Dear Sirs,—We shall feel obliged by your informing us per bearer, who is at present the captain of the ship Teresa;" and the answer to that is—"Dear Sirs,—The late captain of the Teresa is in jail, and his successor has not been appointed yet." With regard to the affidavits of Vizboochundass Atmaram and Nehemiah Roberts, Mr. Wilson says,—"With reference to the 4th para. of the affidavit of Vizboochundass Atmaram sworn in this suit on the 4th day of July instant, and to the 3rd para. of the affidavit of Nehemiah Roberts sworn in this suit on the same day, I say that my observations on the occasion of my being served with the notice therein referred to were to the effect that I suppose the plaintiffs would be taking proceedings against Rennie, Scovell and Co., and that the said Rennie, Scovell and Co. were not the agents for Captain Brown. I assumed that I was addressing two process-servers merely. I spoke jestingly and attached so little importance to what I said, that I do not distinctly remember the words I made use of." Then he says—"10.—The said Arthur McDonald does not and never carried on business in Bombay by means of the said Rennie, Scovell and Co., nor have they or the said Thomas Wilson any authority to appear for him in this suit, and as to the said M. B. Brown the relations of the said Rennie, Scovell and Co. with him were simply those abovementioned, and these terminated on his suspension on the 29th day of June last as aforesaid." Now, my Lord, I think it is perfectly clear from this that Rennie, Scovell and Co. have nothing to do with Mr. Arthur McDonald, though in regard to this ship Teresa they have that relation which is specified by Mr. Wilson in the third paragraph of his affidavit, which I have read to your Lordship, and that connection is established by the clause in the charter party which I have already read. It states:—"The vessel to be addressed for inward business to freighters' agents free of commission, and for outward business paying usual commission of 5 per cent." And I submit, my Lord, the addressing of a vessel in that manner to Rennie, Scovell & Co. does not constitute such a carrying on of business on behalf of the owners, as warrants their being served on behalf of the owners in a suit like this, the object of the suit being, as your Lordship is aware, to take the goods out of the ship. Now, my Lord, the Civil Procedure Code specifies the persons who shall be served in the absence of the party himself. Section 16 provides—"All applications to any civil court, and all appearances of parties in any civil court, except when otherwise specially provided by this Act, shall be made by the party in person, or by his recognized agent, or by a pleader duly appointed to act on his behalf." Here we are said to be served as the recognized agents of the absent owners. Now section 17 gives the description of who the "recognized agents" are. The first are—"Persons holding general powers of attorney from parties not within the jurisdiction of the court authorising them to make such applications and appearances on behalf of such parties." My Lord, it is perfectly clear we don't come under that definition. Under the second head are—"Persons carrying on trade or business for, and in the name of, parties not within the jurisdiction of the court in matters connected with such trade or business only, where no other agent is expressly authorized to make such applications or appearances." Now, my Lord, I take it to be perfectly clear that under that definition Rennie, Scovell and Co. could not be held as the recognized agents for the owners for the purpose of accepting service. They must not only be carrying on trade or business for the parties outside the jurisdiction, but they must be carrying on trade or business for, and in the name of such parties, and it is perfectly clear that Rennie, Scovell and Co. carry on no business whatever either in the name of A. McDonald or of W. Collart, Sons and Co. They are appointed agents for the ship, to use the common phrase, under this charter party for the outward voyage, and no attempt is made to upset Mr. Wilson's account of their duties under that engagement, and I submit confidently, that is not "carrying on trade or business" for the owners under this clause. Then clauses 3 and 4 apply only to persons authorized to act for Government, and persons specially appointed by Government to act for sovereign princes, or independent chiefs, and it is perfectly clear, therefore, that the only way in which we can be made liable for accepting service is under the two first clauses of section 17. Now, my Lord, Mr. Wilson's statement of the relation of Rennie, Scovell and Co. to the ship is clearly laid down in his affidavit which has been filed, and has not been contradicted, and I think your Lordship will be of opinion on it that that is not carrying on trade or business for the owners. The master of the ship is the recognized agent of the owners in all foreign ports, and that is, I think, sufficiently shown—so far as my learned friend's clients are concerned, amply shown—by the fact that, in a similar suit, the plaintiffs have actually described the owner as carrying on business in Bombay by means of the captain. And, my Lord, it is scarcely necessary to refer your Lordship to authorities—

The Judge—Why do you say you suspended the captain?

The Advocate General—I believe, my Lord, he was suspended under telegraphic instructions.

The Judge—Through whom? Through you?

The Advocate General—Through us, I believe. It is perfectly clear we had no power to suspend him, and telegraphic instructions were sent, through Messrs. Rennie, Scovell & Co., suspending the captain. It is perfectly clear that the agents for the ship had no power to suspend the captain.

The Judge—But it tends to show you are agents.

The Advocate General—In a limited sense; but if we were carrying on business for the owners we should have general authority. But we have no general authority; our authority is specially limited, and except within that limit we cannot act, and in so far as the suspension of the captain is concerned that had to be done by instructions by telegraph from the owners or from persons who may be owners, for we are unable to say for certain who are the owners, as it appears by the register that Mr. McDonald of New Brunswick, is the owner, whereas the charter party says Messrs. Collart, Sons and Co. are the owners. Of course on that information we are unable to say who are the owners. It may be that Collart, Sons and Co. are only the agents for the owners who are in New Brunswick, though they have, as I understand is frequently the case, described themselves as the owners for the purpose of making out the charter party—but as to that I have nothing to say.

The Judge—Are not the duties which Mr. Wilson describes what are generally understood to constitute agents for the owners?

The Advocate General—The functions of agents are limited to doing the acts described in our affidavit. It is not contended, and cannot be contended, by my learned friend that agents for ships do more.

The Judge—But what I mean is, that the functions mentioned in Mr. Wilson's affidavit are those generally understood to be the duties of agents.

The Advocate General—Perfectly so, and that is not the "carrying on business" for the owners which, I submit, will bring them within the second clause of section 17. All we wish at present to do is to bring our position before the Court and submit that we cannot be treated as the agents of the owners, whoever they may be, to accept service in this suit, it being particularly directed to recover possession of the cargo on board the ship over which we say we have no authority whatever,—and in addition it is perfectly clear we ought not in a suit of this kind to be forced to represent parties from whom we have no instructions or authority whatever, when the master is the proper person who should represent the owners in a suit of this kind.

The Judge—The fact is you are appearing rather to protect yourselves.

The Advocate General—We want, if possible, to avoid being involved in this litigation.

The Judge—The only effect of my holding that the service of the interim injunction was not properly served on you, would be that it would have to be served on the owners whoever they may be.

The Advocate General—Or served on the master or chief officer in whose custody, it is sworn, these goods are. The ship is now in charge of the chief officer. But it certainly will be adding materially to the duties, as stated by Mr. Wilson, which the agents of ships have to perform if your Lordship holds such orders should be served on them on the ground of their being persons "carrying on business for, and in the name of, the owners of the ship." Now, my Lord, it is scarcely necessary, I apprehend, to call your Lordship's attention to any authorities as to the power of the master of a vessel. They are laid down in all books on shipping law. Shall I give your Lordship any references to Abbott?

The Judge—I would suggest that it was possible doubtful whether Brown was captain or not.

The Advocate General—Whether he is master or not there is some one always in charge of the ship, and in this case it is sworn there is the chief officer in whose charge the ship and cargo are, and he would be a sufficient agent to accept service. Whether by a mere telegram a master can be superseded is, of course, another question. What Brown's position is, it not for me to state, but he is certainly, physically at all events, removed from the charge of the ship by the order of the Chief Magistrate. Whether by that order all his functions as master are suspended it is not for me to allege. Now, my Lord, in "Abbott's Law of Merchant Ships and Seamen," page 90, the duties of the master are thus stated:—"The owners rarely navigate a trading ship by themselves; the conduct and management of it are almost always entrusted to the master whether he has or has not a partial property in it. In either case, by the law of England, and in conformity to the rules and means of that law in analagous cases, the owners are bound to the performance of every lawful contract made by him relative to the usual employment of the ship. They are bound to this performance by reason of their employment of the ship, and of the profit by them by that employment. The course of the usual employment of the ship is evidence of authority given by the owners to the master to make, for them and on their behalf, a contract relating to such employment, and consequently a contract so made by him is esteemed in law to have been made by them." I need not read to your Lordship the whole of the passages as to the master's authority, but it is perfectly clear that he is, in a foreign port, the general agent of the owner in all that concerns the conduct and management of the ship, and is, therefore, the person who should be served for the owners in a case of this kind. If, as in this case, the master is removed by competent authority then the chief officer becomes in fact the representative of the owner in all that concerns the ship, and I apprehend that, Captain Brown having been suspended and removed from the physical command of the ship by the operation of the law, the chief officer represents the ship and its owner to all intents and purposes as fully as the master did during the time he was in command, and that he now is the proper person to be served in behalf of the master and owner. It really would be stretching the 17th section of the Act to an exceedingly inconvenient extent if the Court held that the person technically known as "the agent for the ship" is to be treated as the person to accept service of processes by reason of his carrying on business in the name of the absent owner. It is perfectly clear the business is carried on on behalf of the master, and the contracts are regulated by the master. A general ship such as the Teresa is here for the purpose of carrying goods by water, the owners of the vessel are common carriers of goods by water, and all contracts in relation to the carriage of goods by the master are entered into, not by the agents of the ship, but by the master who signs the bills of lading. I apprehend that is a good reason for holding the business is carried on by the master and not by the agents for the ship—the duties of the agent of the ship being ministerial as stated in Mr. Wilson's affidavit. I submit, therefore, the service on Rennie, Scovell & Co. on behalf of the owners is not good service, and that they ought not to be required to accept service on behalf of the owners, as to whom they are in doubt whether they are Messrs. Collart or Mr. McDonald, and from whom they have no express instructions nor authority.

Mr. McCulloch then said—Before, my Lord, I address any argument in answer to my learned friend, I should hope he will be instructed to state that a very serious error in the affidavit by Mr. Wilson is, as I should hope to hear it is, in consequence of an error and not in consequence of a very serious suppression, considering the character of this application and the nature of the affidavit. Mr. Wilson has annexed a letter to his affidavit, and sworn to its being a correct copy of a letter which he alleges he sent to us, and in the copy which is now before the Court and on which the Court is asked to act, there is "We remain, dear sirs, yours faithfully, Rennie, Scovell & Co." and there it stops,—there being a suppression which I am prepared to show though, as I hope, entirely accidental, of the most important words, namely, "Agents for the captain and owners of the Teresa."

The Advocate-General—That is clearly an omission, as is shown by the affidavit.

Mr. McCulloch—That is what I was prepared to hear, but, as it appears, it is a most serious omission.

The Advocate-General—The letter was in the hands of my learned friend's clients and he could have at once produced it.

Mr. McCulloch—It must have been an omission but that was not before the Court; and it is an omission of a most important character to which I must call your Lordship's attention as being one of the most important points of the case. "Agents for the captain and owners," was the description they took during the correspondence and such it was assumed they were. Now that is the simple question we have at present to discuss. My learned friend has read the plaint and a number of statements from the affidavits which appear to me to be irrelevant to this enquiry, for the simple question appears to be whether Rennie Scovell were carrying on trade or business for the owners, and with reference to that important question your Lordship will consider the justification which was afforded us by the representation, correct or incorrect, of Rennie, Scovell & Co. Now that they have held themselves out as the agents of the ship Teresa is beyond all question: we have it in their own handwriting—and we are therefore justified in regarding them as such. They may be able now to explain that—to show that it was an erroneous description and that they are not agents for the owners—and of course I do not say they are estopped from that; but that they have held themselves out to the public as agents for the ship and that we have treated them as they described themselves there can be no question, and if they now come forward and say, as they do, that their description of themselves was incorrect, they must blame themselves for having misled us into treating them as acting in the capacity which they assumed under their own signature. Now it appears clear that they have held themselves out to the world as acting for the owners, and I submit they have done so with perfect correctness. The affidavit made by Mr. Wilson states all the duties that the agent for the owners could possibly be called on to discharge. The position of Mr. Wilson, or rather I should say, of Messrs. Rennie, Scovell & Co., represented by Mr. Wilson, is simply this: they are, by the owners of the ship or their agents, it is immaterial which, appointed agents out there for the homeward journey of the ship, and it thereupon becomes their duty to do everything that is requisite for obtaining freights, for arranging the terms, entering into contracts, and managing the whole of the business for the owners of the ship in the port of Bombay. My learned friend says the captain does all that. True, when no agent is appointed then the captain is assumed to and has the power to act as agent. But as soon as agents are appointed, one sees from the affidavit, as well as from experience, these duties terminate so far as the captain is concerned, and his duties are limited to the navigation and looking after the management of the ship. Then the agents of the ship are the persons who conduct the whole of the business of freight, who fix the terms, and arrange the contract. Does my learned friend contend for a moment that where there is an agent the captain can arrange what terms he chooses or can take or refuse freights? My learned friend cannot maintain such a proposition.

The Advocate-General—I certainly should.

Mr. McCulloch—The captain cannot arrange the freight, he cannot say he will take cotton or coal, it is for the agents to do so.

The Advocate-General—I should like my learned friend to state his authority for that.

Mr. McCulloch—See what Mr. Wilson says. In his affidavit we find this statement:—"The duties of the said Rennie, Scovell & Co. are simply to procure freight for the ship outwards, to prepare the outward manifest, to check and pass bills of lading for the captain's signature, to exercise a general supervision over the ship's disbursements, and to advise the captain in all matters relating to the loading and despatch of the ship from this port." They have repudiated being agents for the captain. My learned friend was very anxious to dispute being agent for the captain and I never heard of the captain's agent being the same person as the agent for the owners, unless by some private arrangement. But Rennie, Scovell & Co. are the agents for the ship or owners and it was their duty to procure freight for the ship and to settle all matters relating thereto and to the despatch of the ship. Now we allege the owners as carriers have possession of certain goods which they have no right to keep—whether we are right or wrong is immaterial to this question,—and we say that in their capacity as carriers the business was directed, and all arrangements for the cargo were made, through Rennie, Scovell & Co. as agents for the owners. Now that is not contradicted by Mr. Wilson's affidavit, nor would it be possible to conceive any other state of matters. My learned friend says the agents have no power to dismiss the captain. I know of no authority to that effect, it is not stated in the affidavit, and I should be surprised to hear the statement made in Bombay that the agents of a ship could not dismiss the captain if he were proved drunk or incapable.

The Advocate-General—My learned friend will find it nevertheless a fact.

Mr. McCulloch—Well, I should like to hear it on something more reliable than the mere *ipse dixit* of my learned friend.

The Judge—What was the case lately brought by Messrs. Nicol & Co. against a ship captain?

Mr. McCulloch replied that that was a case in which a captain was dismissed for drunkenness, heard, if he mistook not, by the present Chief Justice; at all events the agents claimed the power of dismissal as they alleged he was unfit for his duty. It turned out that he was insane, but the agents thought at the time he was drunk and for that reason they discharged him. His learned friend had said agents had no authority to dismiss a captain, but he apprehended that was not the case. The agents had full power and the fact that they chose to take advantage of the telegraph and resort to the owners for their advice did not in the least affect their position or imply that they had not power, in the absence of facilities for speedy communication enabling them to fall back on their principals for advice, to act on their own powers and dismiss the captain of their own will. At all events the agents, as he had said, were authorized to do everything relating to cargo and freight as if they were the owners themselves. Now the owners, even, could exercise no discretion as to delivering up cargo, wrongfully detained, nor could the

400lbs., the exports towards Bombay for the season 1869-70 are then as follows :—

| | | |
|---|---|---|
| By Railway | 208,884 | bales |
| By Road | 5,698 | ,, |
| Total | 214,582 | bales |

making a total of 214,582 bales, and showing a decrease on the exports of the previous year of 61,130 bales, or about 22 per cent., as will be explained by Statement (C.)

STATEMENT B.

STATEMENT showing in detail the quantity of Cotton exported towards Bombay from the Stations of the Great Indian Peninsula Railway in the Central Provinces and the Berars, during the Season of 1869-70 as compared with the exports of 1868-69.

| Stations. | Exports in the Season of 1868-69. | | | Exports in the Season of 1869-70. | | |
|---|---|---|---|---|---|---|
| | Full Pressed. | Half Pressed | Dokras | Full Pressed. | Half Pressed. | Dokras. |
| Nagpore ..... | ..... | ..... | 68 | ..... | 256 | 920 |
| Sindee ..... | ..... | ..... | 286 | ..... | ..... | ..... |
| Wurdah ..... | 4,224 | 17,409 | 1,025 | 9,856 | 10,769 | 25 |
| Pooljoon ... | ..... | 5,756 | 1,830 | ..... | 6,128 | 457 |
| Chandoor ... | ..... | 4,379 | 654 | ..... | 1,986 | 708 |
| Budnaira ... | 23,384 | 37,605 | 883 | 37,986 | 11,945 | 132 |
| Moortazapore | ..... | 13,386 | 1,482 | ..... | 11,040 | 2,291 |
| Akolah ..... | ..... | 4,804 | 2,237 | ..... | 3,360 | 733 |
| Shegaon .... | 14,772 | 50,860 | 3,021 | 18,322 | 16,291 | 5,457 |
| Khangaon ... | ..... | ..... | ..... | 26,948 | 2,553 | 12,450 |
| Nandoorah .. | 27,901 | 39,976 | 17,554 | 19,768 | 5,179 | 1,307 |
| Y'ulkapore .. | ..... | ..... | 4,261 | ..... | ..... | 1,718 |
| Khandwah .. | ..... | ..... | ..... | 35,456 | ..... | 10,406 |
| Boorampore . | ..... | ..... | ..... | ..... | ..... | 6,084 |
| Hurdah ..... | ..... | ..... | ..... | ..... | ..... | 626 |
| Seonee ..... | ..... | ..... | ..... | ..... | ..... | 649 |
| Etarsee ..... | ..... | ..... | ..... | ..... | ..... | 818 |
| Sohagpore ... | ..... | ..... | ..... | ..... | ..... | 7,091 |
| Gaurwarra .. | ..... | ..... | ..... | ..... | ..... | 7,462 |
| Total... | 70,181 | 177,775 | 70,000 | 122,880 | 69,351 | 49,909 |
| Totals | | | 1868-69 | | | 1869-70 |
| Full-pressed... | | | 70,181 | | | 122,880 |
| Half-pressed.. | | | 177,775 | | | 69,351 |
| Dokras or loose bags | | | 70,000 | 49,289 | | 49,653 |
| | | | 3 | | 3 | 3 |
| | | | 271,289 | | | 208,884 |

Decrease in 1869-70, bales.....62,405

STATEMENT C.

COMPARATIVE STATEMENT of the Cotton exported from the Central Provinces and the Berars towards Bombay during the Seasons 1868-69—1869-70.

| | Season 1868-69. | Season 1869-70. |
|---|---|---|
| | Bales. | Bales. |
| By Railway ... ... | 271,289 | 208,884 |
| By Road ... | 4,423 | 5,698 |
| Total Bales... | 275,712 | 214,582 |
| Dec. in 1869-70, bales. | ... ... | ...61,130 |

7. An examination of Statement B. will show that this decrease has been distributed pretty evenly over the whole cotton producing country, and that as compared with the returns of last year, each station shows a falling off in the exports. In fact, the damage to the crop was general throughout the districts of the Central Provinces and the Berars that supply Bombay with cotton. It will be noticed that "Khangaon" now appears in the list of railway stations, and considering that the season was a bad one, and that the station was opened late in the year, the little line may be considered to have done pretty well, having carried about 40,000 bales of cotton, besides a certain quantity of other traffic. From Nandoorah 25,000 bales were despatched during the season, but nearly the whole of this was exported before the line to Khangaon was opened, and in all probability the whole of this quantity would have been sent from Khangaon had not an unfortunate delay occurred in the construction of the branch line.

8. For the first time, too, some of the stations in the North-East of the Nerbudda Valley are included in the annual statement of exports. The quantity of cotton sent to Bombay from these stations is small, and even before the main line to Jubbulpore was opened, they contributed some few bales which were sent down by cart to the railway at Khundwah. But the effect of the opening of the line, and the extension of cotton agencies in the interior will, doubtless, be to stimulate the trade, and to encourage the cultivation of cotton in the neighbouring districts. I am sorry I am not able to include in this statement the exports from Jubbulpore towards the West, or to give details of the cotton sent this season by railway from the North-Western Provinces to Bombay. I am unwilling to delay this report for this information, which will, however, be given hereafter in my annual report. I may mention, however, that I learnt at Mirzapore that the imports to that mart, this season, of cotton from Jubbulpore and the neighbourhood had much fallen off. This was to some extent to be attributed to the bad season. But it was generally believed that much of the cotton that would otherwise have come to Mirzapore had been drained off towards Bombay. At Cawnpore and Agra also, I learnt that one or two consignments of cotton had been sent from those markets to Bombay. But this subject will be treated of more at length in my report on the North-Western Provinces.

9. Some of the cotton, for which credit has been taken in the statement of Exports from the Central Provinces, and the Berars was, doubtless, grown in the Nizam's territory, south of Berar, and sent to our markets for sale. I am not able at this moment to give the exact figures of such imports but they will be published hereafter when the trade returns are received. The territory of His Highness the Nizam, which adjoins the Berars, has almost as much interest for your Chamber as the Berars themselves. The cotton of Hingunghat, a fine cotton which is exported to Bombay by the Nagpore Extension of the G. I. P. Railway, and the Poonah-Sholapore line is grown in this territory, I availed myself of an opportunity, during the presence in the Berars of His Excellency Sir Salar Jung, K.C.S.I., the Minister of His Highness the Nizam, to request His Excellency how valuable returns of the area under cotton cultivation, and periodical information regarding the condition of the growing crop, would be to your Chamber, and to all interested in the cotton trade. Sir Salar Jung was pleased to express his willingness to consider the matter favourably, and I hope to be able to send you hereafter full information regarding the cotton prospects in that part of India.

10. Another point to be noticed in the statement of Exports is the proportion borne by pressed to unpressed cotton. In my last annual report it was noticed how the system of full-pressing and half-pressing the cotton in the interior had extended throughout the Central Provinces and in the Berars. During the season 1868-69, 8 per cent. of the cotton sent by railway went down in *dokras* or loose bags, 66 per cent. in half-pressed bales, and 26 per cent. in full-pressed bales : or 8 per cent. of the quantity was sent down as "loose cotton" and 92 per cent. was "pressed." This season sees a still further advance in the proportion of full-pressed cotton, 74 per cent. only of the exports having been sent down in *dokras* or loose bags, 34 per cent. in half-pressed bales, and the large quantity of 59 per cent. in full-pressed bales. Indeed, although the total exports this season by railway have fallen short of last year's supplies by 62,405 bales, still 52,699 more full-pressed bales were sent down this year to Bombay than last year, the figures for 1868-69 and 1869-70 being respectively 70,181 full-pressed bales and 122,880 full pressed bales.

11. The great progress made during the last few years in pressing cotton in the districts will be seen by the accompanying table.

Percentage of Cotton exported by Railway during the under-mentioned years.

| | Dokras or loose Bags. | Half pressed Bales. | Full pressed Bales. | Total Dokras or loose Bags. | Total pressed. |
|---|---|---|---|---|---|
| In 1865-66 | 100 | 0 | 0 | 100 | 0 |
| ,, 1866-67 | 85 | 13 | 2 | 85 | 15 |
| ,, 1867-68 | 27½ | 55½ | 17 | 27½ | 72½ |
| ,, 1868-69 | 8 | 66 | 26 | 8 | 92 |
| ,, 1869-70 | 7½ | 34 | 59 | 7½ | 92½ |

Or, in other words, in 1866 the whole of our cotton went down to Bombay in loose bags or *dokras*.

In 1867, the system of pressing was commenced. At first "full pressing" did not make much way, 2 per cent. only of the crop passing through the full pressure, the half-pressing, however, secured 13 per cent. of the cotton, and the nett result that in that year 15 per cent. of the crop went down pressed, more or less, against 85 per cent. of *dokra* cotton.

In 1868, the proportion of full-pressed and half-pressed cotton advanced to 17 per cent., and 55½ per cent. of the crop, respectively, against 27½ per cent., the figures to which *dokras* had sunk, or nearly three-fourths of the crop was pressed against a balance of one-fourth of loose cotton.

In 1869, the number of full-pressed bales rose to 76,500, and the half-pressed bales to 177,000 of a crop of 270,000 bales ; that is to say, 28 per cent. of the crop went to the full-presses, and 66 per cent. to the half-presses, making the percentage of pressed cotton to *dokras* as 92 to 8.

Now, during the season that has just closed, the number of full-pressed bales rose to 122,880 ; the number of half-pressed bales sank to 69,351 ; and only 49,929 *dokras* were sent by rail. That is to say, 59 per cent. of the crop exported went to the full-presses, 35½ per cent. to the half-presses, making the proportion of pressed cotton to *dokras* as 92½ to 7½.

12. The number of full-presses, too, has considerably increased, and the markets of Khangaon, Sheogaon, Akote, Oomeravatee, Wurdah, and Hingunghat are now all supplied with machinery for packing the bales for export ; and, as noticed in my last report, the cotton grown in the vicinity of these markets can now be purchased and pressed under the superintendence of European merchants on the spot, and the full-pressed bales may be conveyed by railway from the press houses in the Berars to the wharf at Bombay, and put on board ship without any chance of the bales being tampered with, and the Hingunghat or Oomraotee cotton which they contain being mixed with cottons of inferior growths. Believing as I do that this system of purchasing the cotton at the fountain head, and packing it for export on the spot, is calculated to sustain the fair character of the cotton supplied by our provinces, and to some extent, at least, to check adulteration, I confess that, with my present lights, I regard the extension of this system with unmixed satisfaction. I believe that contrary views are held by some gentlemen of great experience, and for whose opinions I have the greatest respect. I am not as yet so prejudiced in favour of any particular system as not to be open to conviction, and I should be glad to receive from your Chamber, which on all occasions has been good enough to afford me the most cordial assistance, an expression of opinion regarding the working of this system, and of its effect on the cotton trade.

13. It is but fair that I should here mention that there has been no recurrence of the blocks on the railway line which some years ago used to form a prominent subject in my report, and that the working of the traffic has been satisfactory.

(TO BE CONTINUED.)

MARAVILLA COCOA.—For Breakfast.—The *Globe* says—" Various importers and manufacturers have attempted to attain a reputation for their prepared Cocoas, but we doubt whether any thorough success had been achieved until Messrs. Taylor Brothers discovered the extraordinary qualities of 'Maravilla' Cocoa. Adapting their perfect system of preparation to this finest of all species of the Theobroma, they have produced an article which supersedes every other Cocoa in the market. Entire solubility, delicate aroma, and a rare concentration of the purest elements of nutrition, distinguish the Maravilla Cocoa above all others. For Homœopaths and invalids we could not recommend a more agreeable or valuable beverage." To be had in packets only by all Grocers, of whom also may be had Taylor Brothers' Original Homœopathic Cocoa and Soluble Chocolate Steam Mill—Brick Lane, London.

## GALLERY OF INDIAN PORTRAITS.

"Speak of me as I am : nothing extenuate
Nor set down aught in malice."

### No. IV.
### SIR RICHARD TEMPLE, K.C.S.I.

"SIR RICHARD TEMPLE'S hour of trial has come at last. In the days when he was Secretary to the Government of the Punjab, he excited admiration, and acquired an appetite for praise by his marvellous reports. Subsequently, as Chief Commissioner of the Central Provinces, he increased that appetite, and not unfrequently had it satisfied at the expense of subordinates whom it was his merit to have chosen, and whose destiny it was to serve him. While Resident at Hyderabad he again turned his power of assimilating information to such good account, that he produced a most valuable monograph on the administration of that province. It was during his short-lived tenure of office as Foreign Secretary that his patron, Sir John Lawrence, made the grievous error of wishing to divide the ancestral inheritance of Kuppoorthullah between the late Rajah and his brothers. The decision of the Viceroy, on appeal to the Secretary of State, was reversed ; but the fault was not rectified till after Sir Richard Temple had got further promotion, so his reputation at the time did not suffer. Meanwhile occurred the grand mistake. Because he had worked as private secretary to Mr. Wilson, and because, like Lord Russell, he was ready to accept any post whatever, therefore it was supposed that his experience and his versatility would justify his appointment as Finance Minister. The little world of Anglo-Indians looked on—not altogether without concern, it must be admitted—and wondered what would be the result. He had nearly a year to perfect his first budget, and his fertility of resource, in a time of profound peace, ended in his re-imposition of a moderate income tax. His friends hoped that he would do better in the following year, when he had thoroughly mastered the details of his office ; while those who doubted whether he was the right man allowed that his position was a difficult one, and were content to give him time. During his temporary absence last year his *locum tenens*, with no previous training, brought to light enormous errors of calculation in the estimates of the current year, and Sir Richard Temple on returning, accepted his corrections. Then came severe reductions in the civil branches of the Administration, reduction in the staff of the army, and cessation of many public works. Despite every endeavour of the Supreme Government of India, the result is still a deficit. What it would have been had not Mr. Strachey looked into the accounts and advocated retrenchment would horrify any one less buoyant than Sir Richard Temple. When propounding his second budget, he insisted that his estimates would prove correct if only his war income tax of seven-pence half-penny in the pound were acquiesced in. The public of Calcutta, whose example is being followed throughout India, have declined to take him at his own valuation any longer. Their indignation has culminated in the most influential public meeting which has been held since the days of the Black Act. Although his policy has been openly declared to be odious, impolitic, and unjust, Sir Richard Temple is still left to dally with a revenue exceeding fifty million sterling. In England such a budget as his could not have been brought forward unless the Cabinet had been bent on political suicide. The introduction of it must have been followed by its author's retirement. In India a councillor, unless he is wilfully untrue to the covenant which he signed on entering the service, cannot, either by force of public opinion or any other means, be compelled to resign till the expiration of the prescribed five years if he does not choose to do so."

The above extract from the *Pall Mall Gazette* gives at once a succinct history of Sir Richard Temple's official career and an estimate of his present position which can hardly be called too severe. There is, very properly, no attempt made to apportion the blame between the Finance Minister and his predecessor, hardly any desire to censure any one at all. The simple statement that a deficit has been discovered, which Sir Richard Temple had not mentioned in his Budget of 1869, and that his Budget of 1870 makes an improper attempt to extinguish that deficit, is considered enough to lead to the conclusion that the Financial Member of Council is unfit for his post. This view of the situation has been so generally adopted, and is here so ably summed up by the accomplished journalist from whom we have quoted, that we shall assume it as an axiom, and confine ourselves in the following lines to enquiring, *first*, into the causes that have rendered Sir Richard's later career such a disappointment to those who observed its promising commencement ; and *secondly*, into the course which it is desirable that he should henceforth pursue if his undoubted merits are to be made once more useful to the State.

The subject of these remarks is the eldest son of a much-respected country gentlemen in Worcestershire. Sent at an early age to Rugby School—then presided over by Dr. Arnold—he early displayed the two qualities which have so conspicuously marked his character in later life. He was *docile* and he was *industrious*. His nickname, "Bumble," at the same time gave a hint of an element of character partaking of the ludicrous and fatal to possibilities of a heroic cast. Devoted to the curriculum of the school, never wasting time in private reading, or in the study of "extra" subjects, and viewing his amusements only as a constitutional relaxation,—pastime *per se* counting for nothing,—Temple rose from form to form, until the time came for his removal to Haileybury. Here the same qualities continued to distinguish him. Though a bad horseman, a practised draughtsman, neither hunting nor sketching ever tempted him away from the business for which he came to College. As a miser clings to the pursuit of gold, as the lover courts the smiles of his beloved, so did the assiduous young man put aside all the pleasures of his class and age, to devote himself to the race of reading to the winning of praise and prizes, to the "cutting down" of his less strenuous contemporaries.

Leaving College with a justly earned reputation the young writer proceeded to Bengal. A too close devotion to the study of the languages for which he had never special qualifications, brought on for a time bad health, threatening, in what seemed unmistakeable symptoms, that a hard-working career under Indian conditions would not be possible to him. But the prophet of successful mediocrity was not to perish of a stomach complaint. Recovering his forces, he turned his back on College, and the palanquin that carried him northwards out of Calcutta set him on that road which was for many years to lead only to repeated advances. A pupil of Edward Thornton at Muttra, and afterwards a settlement officer in the Allahabad district, he attracted the notice of Mr. Thompson, who recommended him to the authorities in the Punjab. The settlement of the Rechna Doab is a matter of provincial history, and if it was not a sound one and must on the whole be considered somewhat of a bungle, it was recorded at least in a sonorous and elaborate report. This report had more effects than one :—it suggested to John Lawrence the idea that his own deeds would look far better, if they had only a historian worthy of their importance, and it disclosed the existence of a writer who, master of a readable style, was unencumbered with original ideas, and would advocate, with adequate force, a policy which he did not care whether he approved of or not, and was not absolutely certain he understood. A mind that never questioned the established fact, never criticized the judgment of men in power, never originated a dangerous or even a new idea, was seen to be joined to a well-stored memory and a pliant pen. What more could strong-will want in a secretary ? So a secretary Temple soon became, and speedily built up the reputation of the Punjab Provinces and their administration by the reports referred to in the *Pall Mall Gazette*. What veneer and French polish are to upholstery, what plaster is to house-building, such were the carefully compiled statistics, the well-turned paragraphs in which Mr. Lawrence's yearly *apologia* was dressed. The young secretary's industry was immense. When asked how it was that the enormous amount of work shown in the reports was got out of the subordinate officials, he replied,—"Why, you see, we make a point of demanding from every one more than he can possibly perform, and so we are always sure of getting something out of every one." Often, after the labours of the day, he has been known to spend his night in looking over the answers of official candidates, and assigning the marks on which would depend the future career of every assistant in the province.

Industry, thus enforced by precept and example, soon made Temple the leading spirit of the administration. The Punjab took the colour of its secretary's mind, and work became a matter of quantity rather than of quality. Many weaker men fell out of the rapid march, some from mere fatigue, others from conscientious scruples. Still the headlong pace continued, accumulating seeds of disorder which were to germinate in time to yield their full crop for many long years.

The mutiny led Temple, by a series of contingencies, to the feet of James Wilson, and there, slate in hand, he attempted to learn "figuring," as the poor people call it at home. In this he was unsuccessful, and by one of the strangest perversions of logic which was ever heard, Sir Richard's partisans urge this very failure as the groundwork of his claim to financial knowledge. "He was a pupil of Wilson's," they cry, but forget to add, "and Wilson could make nothing of him."

If the Council Chamber in 1870 has been Sir Richard's Waterloo, the Central Provinces in 1861 were his Austerlitz. "Cosched" by Sir Bartle Frere, and with all the indefatigable powers of his India-rubber nature at their highest, the whilom successful secretary proceeded to Nagpore to carry out the policy of the day. What that was we need not remind our readers by more than a few touches. Public works, cotton, permanent settlement of land revenue, these were the main points of the new charter which had succeeded that of the East India Company. Accordingly, on these three were the changes rung by the Chief Commissioner, to the entire neglect of almost everything that constitutes the happiness of a sparse population just struggling into the first twilight of civilization. To such a pitch did insecurity grow at one time (while the Chief Commissioner was practising glowing lectures on a new Tongue) that a dacoity exhibition with a too-celebrated Napoleonic medal) that it was a common saying, that in the Central Provinces highway robbery was only limited by the paucity of highways and of persons who had anything to lose. After a time all these settled down. With the exception of the blind compliance with a passing frenzy that was shown in the proposal to make the low assessment of the land perpetual, which was doubtless both humane and expedient as a quinquennial arrangement in a new country, no great failure or mistake marked the latter part of the Chief Commissioner's administration. Then came various attempts to promote and still further utilize him, culminating in the melancholy nomination, under the results of which India now groans.

When Caligula made his horse a consul, the consulship was no doubt badly served ; but all men threw the blame on the Emperor. This case has been mentioned by some illnatured and extravagant wag as the probable precedent for Sir Richard's nomination to the Council and the portfolio of Finance. Be this as it may, there is at least one resemblance. Self-knowledge is proverbially rare ; and it is not wonderful if Sir Richard's head got a little turned : but it is not so easy to explain how Sir John Lawrence, who had known him for so many years, had failed to observe the difference between originality and obedience ; or to understand that the gifts which made a man a good secretary and an active Chief Commissioner, would be absolutely useless in a post which required political and fiscal science, fertility of resource, ingenuity of combination, and a permanent power over the minds of men. Of none of these gifts has Sir Richard ever shown a spark: on the contrary his mind is narrow and empty, his talent entirely receptive and imitative, his relations with mankind those of a vain and consequently ludicrous Malvolio, who is equally incapable of inspiring love or sustaining enthusiasm. Nevertheless, there is no reason why Sir Richard should not yet succeed, and the end of his public life be as bright as its beginning. There are two kinds of success. There is the success of the man whose aim in life has been to benefit others, and that of the man whose aim has been to benefit himself. To the former belong the love and admiration of those on whom, or with whom, he acts, and the approbation of his own conscience. To the latter the praises of the large and noisy outside public, the prizes and honours which the State bestows. Each has his reward, neither ought to grumble because he misses the reward of the other. Let Sir Richard Temple take his own measure—or if he cannot do that, let him use the standard of the Press and of his colleagues, and he will learn to see that he was made to be a good servant, not any kind of master ; and that his sole hope of re-building his fame lies in speedily retiring from a post for which he is manifestly unsuited, and assuming some more modest, but less difficult, occupation for which he is fitted by antecedents.

The observation alluded to before, made by Sydney Smith on Lord John Russell, which floats vaguely in almost every one's recollection, but usually comes with such incorrectness to their lips, that we make no apology for reproducing the actual words was this :—

"There is not," said the humourous Canon, "a better man in England than Lord John Russell ; but his worst failing is that he is utterly ignorant of moral fear : there is nothing he would not undertake. I believe he would perform the operation for the stone—build St. Peter's—or assume (with or without ten minutes' notice) the command of the Channel Fleet ; and no one would discover by his manner that the patient had died—the Church tumbled down—and the Channel Fleet been knocked to atoms."

Now it is curious that in this country there for a long time existed, not only a silent admiration for this absence of moral fear, but a belief that in the long run it proves successful and effective. In no province did these feelings prevail so strongly as in the Punjab. There was supposed to be a kind of progressive force within the reach of even the dullest, which could overcome all obstacles and compensate for all deficiencies. It was singular that such ideas should have been fostered by John Lawrence, for he was in his inner self a pessimist, did not believe that our Government of India could by any means be made very successful, and considered the whole business of British occupation rather a bad job. Perhaps it was this very disbelief in any really satisfactory results, that made him conceive that such results as are possible could be produced by one man as well as by another, so long as there was the requisite amount of force. A paradox of this nature was not been mooted since the old Stoic one asserting that a wise man is also a good shoemaker ; and viewed as an aphorism of social philosophy, it is as immoral as it is immodest. The practical result of such a theory were disastrous, and it will be many years before the Punjab recovers from the minister activity of those who, without knowledge or experience, and often with the most moderate abilities, rushed on to important undertakings, supported only by a muddled consciousness of "go," which in a hundred instances was nothing whatever but "fuss" in a very advanced stage of effervescence.

In this school, we fear, Sir Richard Temple imbibed the idea which is clearly observable in all his utterances —that there is no higher science in political matters than what can be produced by an adequate amount of activity brought to bear on accumulated facts. If he was fairly pushed to the test of a severe examination, if it was urged to him that he knew, Sir Richard, you have no turn for accounts ; you do not understand, and never could understand, figures in the smallest degree ; you have no knowledge of political economy ; of the manner in which, or the sources from which, taxes are raised in foreign countries ; your tastes do not lie in the investigation of those various questions of currency and credit, &c. ; you have no ideas for the future, nor have you learnt anything from the past,—why should you expect to succeed in Finance ?" he would, we presume, reply—" facts and figures are the work of the department, and if sufficient time is given, a smart man, particularly a Punjabee, can master the details and put them into an official shape ; and as for a fiscal policy, there is no precedent for such policy in India—it is not known in the department. It is a great mistake to suppose there is anything serious in a crisis, there is a precedent for a crisis before, and it passed by ; there are certain deficiencies and balances, and credits and adjustments, and then another year quite a different series of contingencies. This is well known in the department."

The actual position, however, of affairs resulting from the theory of "push" is as good as intellect, is simply this. You have the money matters of an empire in utter confusion, without at present a gleam of reasonable expectation that they will be better ; you have the English population, including the whole of the services, dissatisfied and disgusted ; you have the native community restless, alarmed and harassed ; you have England looking on in a bewilderment of contempt ; and what is the cause of all this ? Nothing whatever but the immoral obstinacy of one man, whose conscience tells him he is unfitted for his work, but whose vanity urges him to further embarras matters by attempting to perform it.

We have said there is no reasonable hope of better things. There is one lurid gleam. Ridicule occasionally catches fire as it were, and a state of things, which braved remonstrance, indignation and contempt, is consumed by universal laughter. The present spectacle of the Financial Minister standing fumbling over his papers and crying " There is a deficit, no there is not : it is a surplus, no it is not, &c., &c.," like Marguerite in the Garden Scene, plucking her flower —" He loves me, he loves me not," seems likely to blow away the return into store in this country under instructions from the Inspector General of Ordnance and Magazines.

II. The arms retained with the regiment to be taken home will be the oldest and least serviceable of those in possession.

III. Forty rounds of ammunition per arm retained with the regiment will be taken in pouch to the port of embarkation, and will be then returned into store, as ammunition is provided on board Her Majesty's Indian troop ships.

IV. In ample time before leaving their stations Commanding Officers of regiments should communicate with the Inspector General of Ordnance and Magazines for detailed instructions regarding the place and mode of return into store of the surplus arms which under the above order will be left behind in this country.

V. The remainder of the ammunition of a regiment returning home will be retained at the station, or returned into store, at the discretion of the General Officer commanding the division or district, who is responsible under G. O. No. 151 of 1869 for the proper description of ammunition being available for the relieving regiment.

VI. One set of accoutrements for each soldier will be taken home with the regiment, the remainder being returned into store at the same time the arms are despatched.

## GENERAL ORDERS BY THE GOVERNMENT OF MADRAS.

(*Fort St. George Gazette*, July 5.)

Captain C. B. S. Neill, Superintendent Central Jail, Cannanore, leave for thirty days, in extension to privilege leave.

Assist. Surgeon J. B. Thomas, Resident Assist. Surgeon, General Hospital, for two months, on medical certificate.

Mr. J. Nisbett, to act as Assistant Conservator of Forests 3rd class, and to be in charge of the Salem and South Arcot Forests.

Mr John Ross, M.A., Principal of H. H. the Maha Rajah's High School, to be Marriage Registrar for Travancore.

MILITARY DEPARTMENT.

Staff Assistant Surgeon W. Venour, Secretary and Statistical officer to the Inspector-General, British Medical Service, on private affairs from the 3rd to the 31st July 1870, in continuation of privilege leave.

The extended leave on medical certificate granted to Colonel W. G. Russell, paymaster, Mysore Circle, is further extended to the 1st January 1871.

Captain H. M. Gosling, of the Staff Corps, is permitted to proceed to Europe, on medical certificate, for eighteen months.

## VESSELS IN BOMBAY HARBOUR.

FOR LIVERPOOL.

915 Agmanella, Cochrane—Coupland & Co.
1150 Asiatic, Andrew—The Captain.
1254 City of Richmond, Starkie—Stenhouse & Co.
1450 Greyhound, Jackson—The Dubash.
1241 Mary Stenhouse, Hedgcock—E. Bates & Co.
1636 Melbourne, Smith—E. Bates & Co.
1341 Othonia, Reed—L. A. & A. Co.
1447 Srifamano, Hughes, Hinchliffe, Stewart & Co.
1542 Orizona, Leswellin—Ritchie, Steuart & Co.
1228 Quorn, Bond—G. F. Pim & Co.
1426 River Lune, Williams—Ewart, Latham & Co.
1418 Sophia Thompson, Kemble—Rennie, Scovell & Co.
1366 The Douglas, Pain—Lawrence & Co.
1199 The Royal Family, Cowing—J. P. Cornforth & Co.

HAVRE AND LONDON.

1302 Dilawur, Baillie—W. Nicol & Co.

OVERLAND ROUTE.

2010 China (s), Steward-Mails 20th July.
1491 Salsette (s), Sabot—Mails 13th July.

LIVERPOOL VIA SUEZ CANAL.

549 H. A. Brightman (s), Ward—Blackwell & Co.
709 Don (s), Watson—Finlay, Scott & Co.

TRIESTE VIA CANAL.

783 Apis (s), Voidich—A. C. Gumpert & Co.

FOR CALLAO.

1158 Royal Family, Mathias—Nanabhoy & Sorabjee.

FOR PERSIAN GULF.

690 Mula (s), Coates—Essa Califa.

FOR RICE PORTS.

594 Chalmers, Helps—C. N. Cama & Co.

FOR ZANZIBAR.

188 Letitia, Nacoda.
636 Ville d'Aigues Mortes, Giraud—Jairam Sewjee.

FOR RANGOON.

876 Copenhagen, Cowie—Coupland & Co.

FOR SINGAPORE.

594 Dewa Gungadhur, Sewell—E. Bates & Co.

FOR PENANG.

374 Kusrovie, Machon.

FOR HONGKONG.

3500 Deccan (s), Rennoldson—P. & O. S. N. Co.

FOR CALCUTTA.

1932 Accrington, Christie—Framjee, Sauda & Co.
944 Armenian—D. Sassoon & Co.
1579 Asia (s), Paterson—B. I. S. N. Co.
1576 Bolivar (s), Baker—G. F. Pim & Co.
560 Cannanore, Patrovilleau—Blackwell & Co.
827 Fez Robanee, Nacoda—Jacob Jumal.
1181 Lady Rowena, Kinnear—W. Cooper.
1533 Stockbridge, Ricketts—W. Nicol & Co.
1278 Janet Cowan, Cuthbert—W. Nicol & Co.

FOR MAULMAIN.

1022 Victoria Nyanza, Jones—Rennie, Scovell & Co.

FOR BANGKOK.

422 Queen of Ceylon, Godrick—Baudry & Co.

JOHORE TO CALCUTTA.

1089 Cavalier, Knight—The Captain.

COUNTRY TRADING STEAMERS.

1035 Burmah (s), Dickenson—B. I. S. N. Co.
1283 Coromandel (s), Kingerdine.
260 Hemedi (s), Brady—G. Berkwitz.
230 General Outram (s), Teasdale.
366 Lord Clyde (s).
360 Pearl (s), Baldwin.
506 Sir Bartle Frere (s), Thompson.
466 Tilly (s), Hanna—Chunder Ramjee.

COUNTRY TRADERS.

561 Backia Letchimy, Peabody—Blay & Mackintosh.
535 Bushire Merchant, Nacoda.
310 Futtay Sultan—Nacoda.
819 Futteh Shaw Allum, Nacoda.
270 Futtel Carim, Nacoda.
605 Futtay Salam, Nacoda.
711 Hamoody—Nacoda.
110 Hahi, Nacoda.
800 Regima, Brady—Ruttonjee Eduljee.
933 St. Bernard, McDermott—Ruttonjee Eduljee.
369 Teazer, Nacoda—H. J. N. Mahmomed.

P. & O. STEAMER.

1539 Emeu (s), Perrins.

GOVERNMENT TRANSPORTS.

H. M. Bullfinch (s), Lodder.
H. M. Dalhousie (s), Campbell.
H. M. Earl Canning (s), Tolpuit.
H. M. Euphrates (s), Carmo.
H. M. Lord Elphinstone (s), Carpendale.
H. M. Malabar (s), Rich.
H. M. Teazer (s), Blomfield.

## NOT FIXED.

897 Adria, Large—The Captain.
1716 Atalanta (s), Reynolds—W. & A. Graham & Co.
1276 Benedictus, Grubs—Rennie, Scovell & Co.
823 Castle Avon, Shields—Blackwell & Co.
478 Chrysolite (s), Thomas—Wallace & Co.
423 Courier de Bombay, Heyner—Nowrojee Ardaseer Sons
808 George Kendall, Hopkinson—The Captain.
963 Hanri, Stapleton—The Dubash.
841 Iron King, Parry—Ritchie, Steuart & Co.
607 Mars, Ritchering—G. F. Henry.
698 Mountain Laurel, Elbeck—The Captain.
731 Pembrokeshire, Williamson—Blackwell & Co.
1288 Peruvian Congress, Stockton—Nanabhoy & Sorabjee.
1452 Romanis, Thomas—Rennie, Scovell & Co.
541 Southern Belle, Benson—Sir C. Forbes & Co.
1219 Squando, Driver—N & B. Wadia.
762 Stirling (s), Blake—W. Nicol & Co.
990 Tanjore, Cobbs—The Captain.
1000 Vicksburg, Thompson—M. Nusserwanjee.

## GENERAL ORDERS BY THE COMMANDER-IN-CHIEF IN INDIA.

Head Quarters, Simla, 4th July 1870.

Local rank is granted to the undermentioned officers :—

Royal Horse Artillery.—Lieutenant J. C. D'U. Murray to be Captain, from the 1st October 1869.

Lieutenant E. F. Chapman to be Captain, from the 12th June 1870.

Lieutenant C. E. Hanbury to be Captain, from the 12th June 1870.

Royal Artillery.—Captain H. P. P. Phelips to be Major, from th 19th June 1870.

Lieutenant J. R. J. Dewer to be Captain, from the 12th June 1870.

1st Battalion 6th Foot.—Lieutenant R. Stratford to be Captain, from the 25th of June 1870.

The Commander-in-Chief is pleased to make the following appointments :—

Captain W. L. P. Drummond, Staff Corps, and officiating 2nd in Command of the 12th Bengal Cavalry, to be Station Staff Officer at Cawnpore. Dated 28th June 1870.

Allahabad.—Surgeon E. J. Vivian to officiate as Medical Storekeeper, during the absence on leave of Surgeon Major Clifford. Dated 24th June 1870.

11th Native Infantry.—Ensign L. J. H. Grey, 2nd Wing Subaltern, on probation, to be 1st Wing Subaltern, vice Gaisford, whose services have been placed at the disposal of Government. Dated 27th June 1870.

12th Native Infantry.—Lieutenant A. Oldham, Quartermaster 29th Native Infantry, to be Adjutant, vice Michell, who vacated on promotion to Captain. Dated 25th June 1870.

23rd Native Infantry.—Ensign V. G. L. Eyre, 49th Foot, a candidate for the Bengal Staff Corps, to be 2nd Wing Subaltern, on probation, vice Massy, whose services have been placed at the disposal of Government. Dated 25th June 1870.

Under authority from his Royal Highness the Field Marshal Commanding-in-Chief, the retirement from the Service, by the sale of his commission, of Ensign G. D. H. Brookes, of the 1st Batalion, 5th Foot, published in General Orders of the Commander-in-Chief, of the 18th November 1869, is cancelled.

Lieutenant-Colonel R. W. Chambers, Staff Corps, is transferred from Mooltan to Benares, for general duty.

Captain S. B. Home, General List, Infantry, is transferred from the 43rd to the 22nd Native Infantry, for duty

The general leave to Nynee Tal to the 15th October 1870, granted to the undermentioned officers of the 62nd Foot, by G. O. C. C. 6th April 1870, is hereby cancelled :—

Captain John J. L. Kelly.
Captain W. A. Corbett.

Lieutenant F. L. Graves, Royal Artillery (2nd Wing Subaltern 27th Native Infantry,) is permitted to join the Senior Department of the Thomason College, Roorkee, and to study there till the 1st November next, under the provisions of G. G. O. No. 585 of 1852.

Official notification has been received of the exchange of buttalions between the undermentioned officers, published in G. O. C. C. dated 15th June 1870, having been cancelled :—

14th Foot.—Lieutenant P. W. Symonds.
14th Foot.—Lieutenant R. Davis.

Official notification has been received of the undermentioned officer having, on his recent promotion, been posted to the battalion of his regiment specified :—

19th Foot.—Lieutenant G. Sharpe, 2nd Battalion.

The following Orders are confirmed :—

Onle Division Order, dated the 4th May last, directing Staff Assistant Surgeon P. Shepherd, M.B., doing duty with the 62nd Foot, to proceed to Fyzabad for duty with the 26th Foot, vice Staff Assistant Surgeon J. Duby, reported sick.

Dated the 6th idem, directing Assistant Surgeon G. W. L'Estrange, 1st battalion 17th Foot, to do duty with the 62nd Foot, on a temporary arrangement.

Dated the 16th idem, appointing Staff Surgeon W. A. White, M.D., returned from privilege leave, to the medical charge of the 21st Hussars.

Meerut Division Order, dated the 16th May last, making the following arrangements :—

Assistant Surgeon J. Curran, 88th Foot, at Agra, to proceed for duty with the Convalescent Depot at Kussowlie.

Staff Assistant Surgeon G. White, doing duty with the Wing 103rd Foot, at Delhi, to proceed to Agra, to do duty with the 88th Foot.

Staff Assistant Surgeon J. Fleming, M.D., No. 1 Battery, 24th Brigade Royal Artillery, to take medical charge of the Wing 103rd Foot, in addition his other duties.

Sirhind Division Order, dated the 20th May last, directing Staff Assistant Surgeon R. C. Parkinson, doing duty at Kussowlie Convalescent Depot, to proceed to Umballa, for duty with the Royal Horse Artillery.

Presidency District Order, dated the 29th April last, attaching Staff Assistant Surgeon J. Latchford, M.B., recently arrived from England, to the 96th Foot, for duty.

Meean Meer Brigade Order, dated the 8th June, appointing Assistant Surgeon E. A. Birch, 21st Native Infantry, to the medical charge of the 35th Native Infantry, in addit on to his other duties, vice Surgeon Major R. J. Atkinson.

Subathoo Station Order, dated the 1st June, app